Attachment E

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RFQ# 10-009
APRIL 16, 2010

CARRYING CAPACITY TRAFFIC STUDY
CITY OF KEY WEST, FLORIDA

SUBMITTED BY:
RENAISSANCE PLANNING GROUP

IN ASSOCIATION WITH
THE CRAIG COMPANY
PEREZ ENGINEERING & DEVELOPMENT, INC.
NORTH CAROLINA STATE UNIVERSITY

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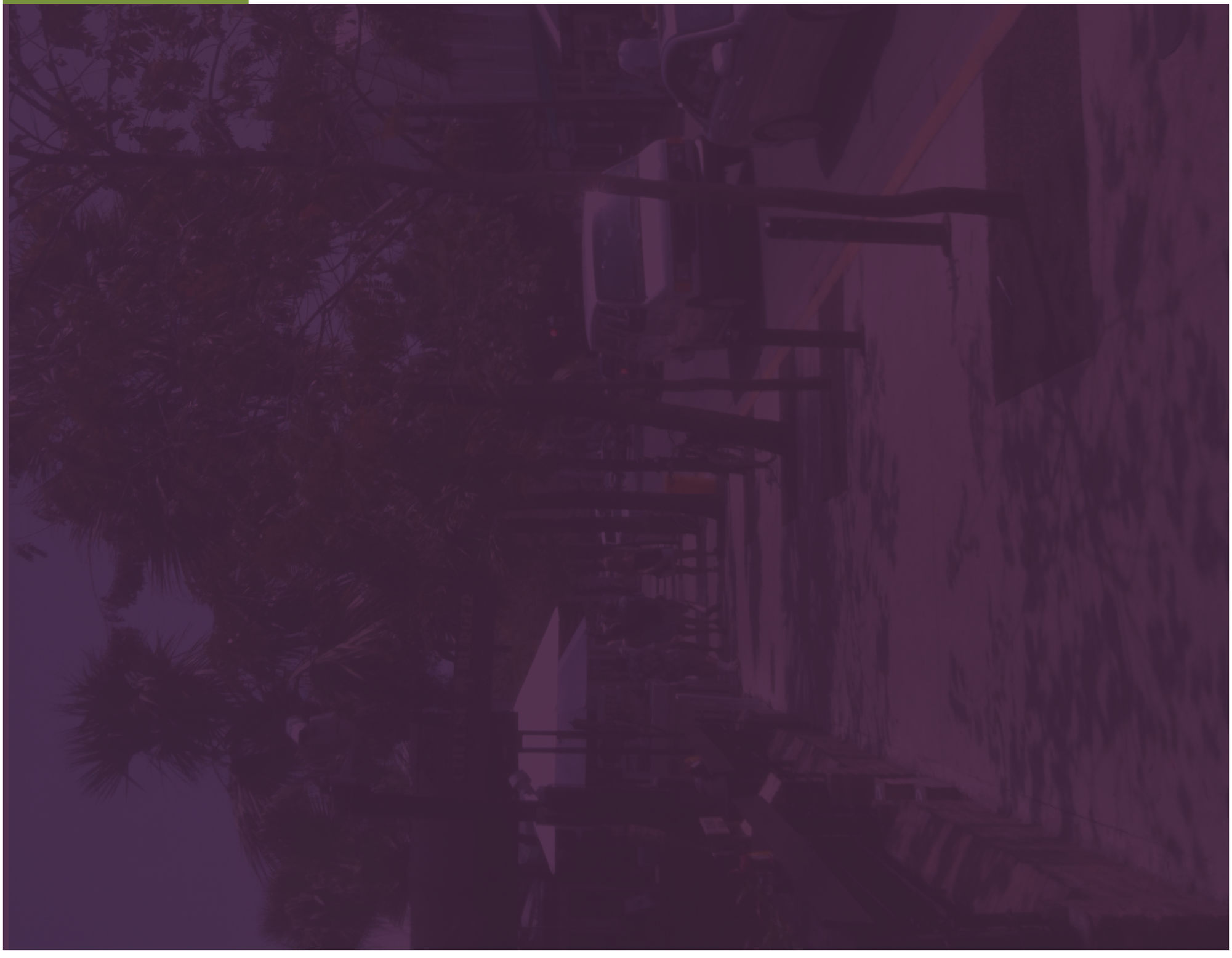


RENAISSANCE PLANNING GROUP
121 S. Orange Avenue, Ste. 1200, Orlando, Florida 32801 • phone: 407-487-0061 • fax: 407-487-0058

April 14, 2010

Cheri Smith, City Clerk
City of Key West Florida
525 Angela Street
Key West, FL 33040

RE: Request for Qualifications 10-009 – Carrying Capacity Traffic Study

Dear Mrs. Smith:

It is with great enthusiasm and excitement that Renaissance Planning Group (Renaissance) submits our proposal for the Key West Carrying Capacity Traffic Study project. The content of our proposal directly follows the criteria outlined in your request for proposals and we have made every effort to demonstrate why our team should be selected as your consultant for this critically important project.

Key West is a truly unique City, with an environment that accommodates and thrives on tourism, while still providing a high quality of life for the island residents. As the island environment has evolved over the past many decades, there has been a steady increase in vehicular traffic volumes and tourist traffic using a wide variety of travel modes. At the same time, the addition of extensive pedestrian volumes from the cruise ships and an increase in the number of tourist trolley vehicles has resulted in decreased mobility and adverse impacts to neighborhood livability across the island. This project provides an excellent opportunity for the City of Key West to address issues that speak directly to the island experience - mobility and livability for the residents, businesses, and tourists.

Renaissance is a nationally recognized firm using leading edge approaches for developing innovative and visionary planning solutions that result in “cities that work”. For this study, Renaissance has assembled a highly effective team of experts to serve as your consulting resource. Renaissance, a Florida based planning firm with national experience and perspectives, will be supported by local Key West resources including The Craig Company and Perez Engineering, and also a nationally respected research and modeling team from the North Carolina State University. This team brings extensive experience in multimodal planning and technical analysis that will result in innovative and bold policies for sustainable context sensitive solutions.

The Renaissance team has extensive experience with integrating land use considerations with multimodal transportation planning, in a wide variety of settings. Within this proposal we have provided a summary of projects including Carrying Capacity Studies in high tourism areas and a sample of projects that illustrates our collective experience in providing innovative solutions to complex planning projects. Project references are provided for your use in learning more about our record of performance and success in meeting the needs of our clients.

As noted within the project methodology section of the proposal, our approach to the project includes a comprehensive public involvement process, an efficient technical analysis process, and identification of context areas on the island for which mobility and livability strategies will be developed. This process will provide a highly defendable methodology resulting in consensus based comprehensive mobility strategies and recommendations. The study will culminate in specific mobility recommendations along with draft policy language that can be utilized when issuing tourism operator permits. The policy recommendations can also be useful in informing future updates to the City's comprehensive plan.

The Renaissance team has strong availability for this project and we are committed to providing excellent responsiveness through the duration of this project. We are aware of the pressing schedule associated with this project and are prepared to commit the resources necessary to provide timely services. It is our hope that the following proposal material effectively illustrates our experience, capabilities, and professionalism in serving as a highly effective consulting team fully capable of addressing the needs of this project, and more importantly, the needs of the community.

Thank you very much for this opportunity to respond to your request for proposals. If we can provide anything further or respond to questions while you evaluate the proposals, please contact me at your earliest convenience at 434-296-2554, ext 308. We look forward to the opportunity to participate in the short list presentations in the next round of the selection process.

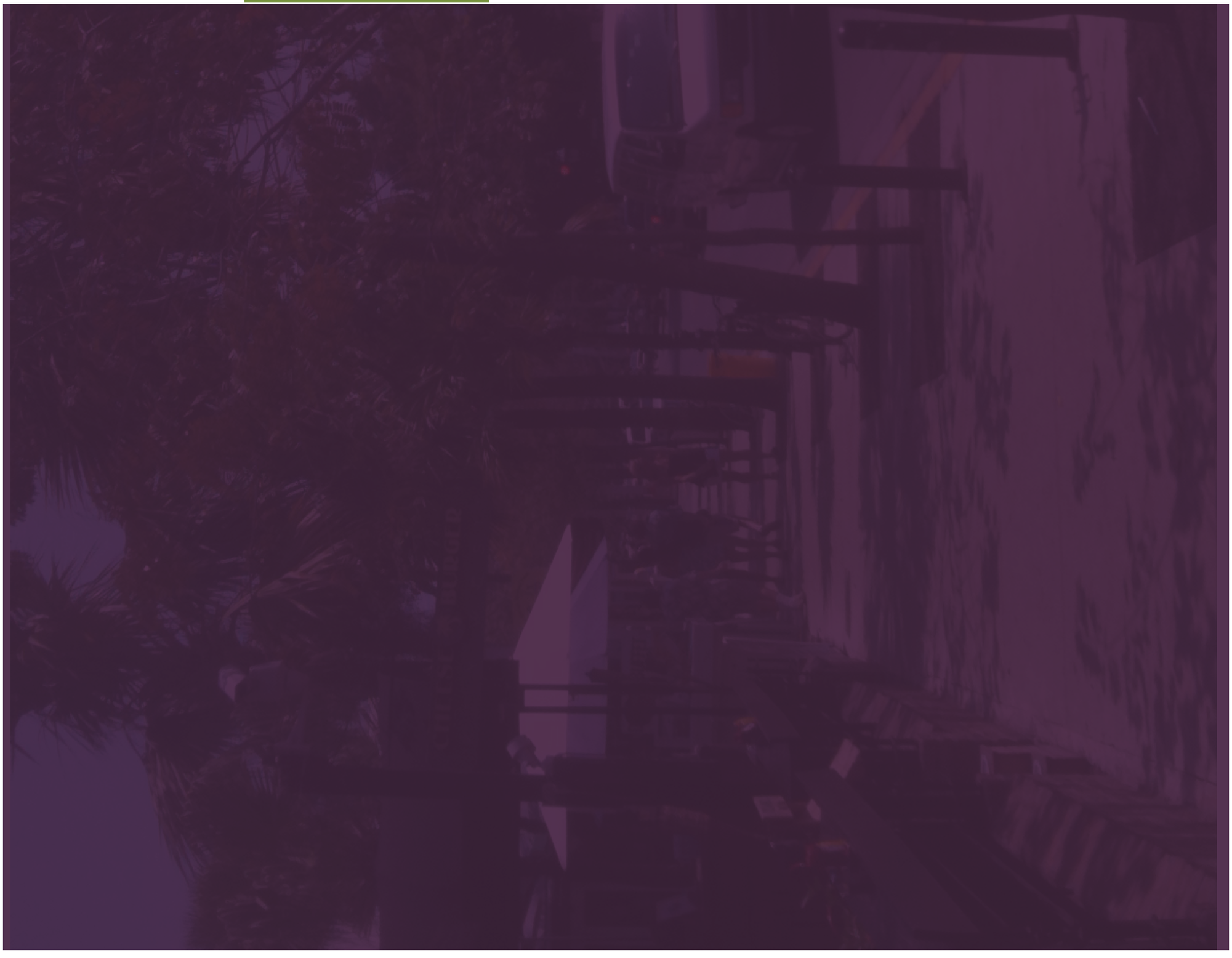
Very truly yours,

RENAISSANCE PLANNING GROUP

Bill Wuensch, P.E., PTOE

Project Manager / Principal

INFORMATION PAGE



Information Page

Project Name

Carrying Capacity Traffic Study Request for Qualifications 10-009

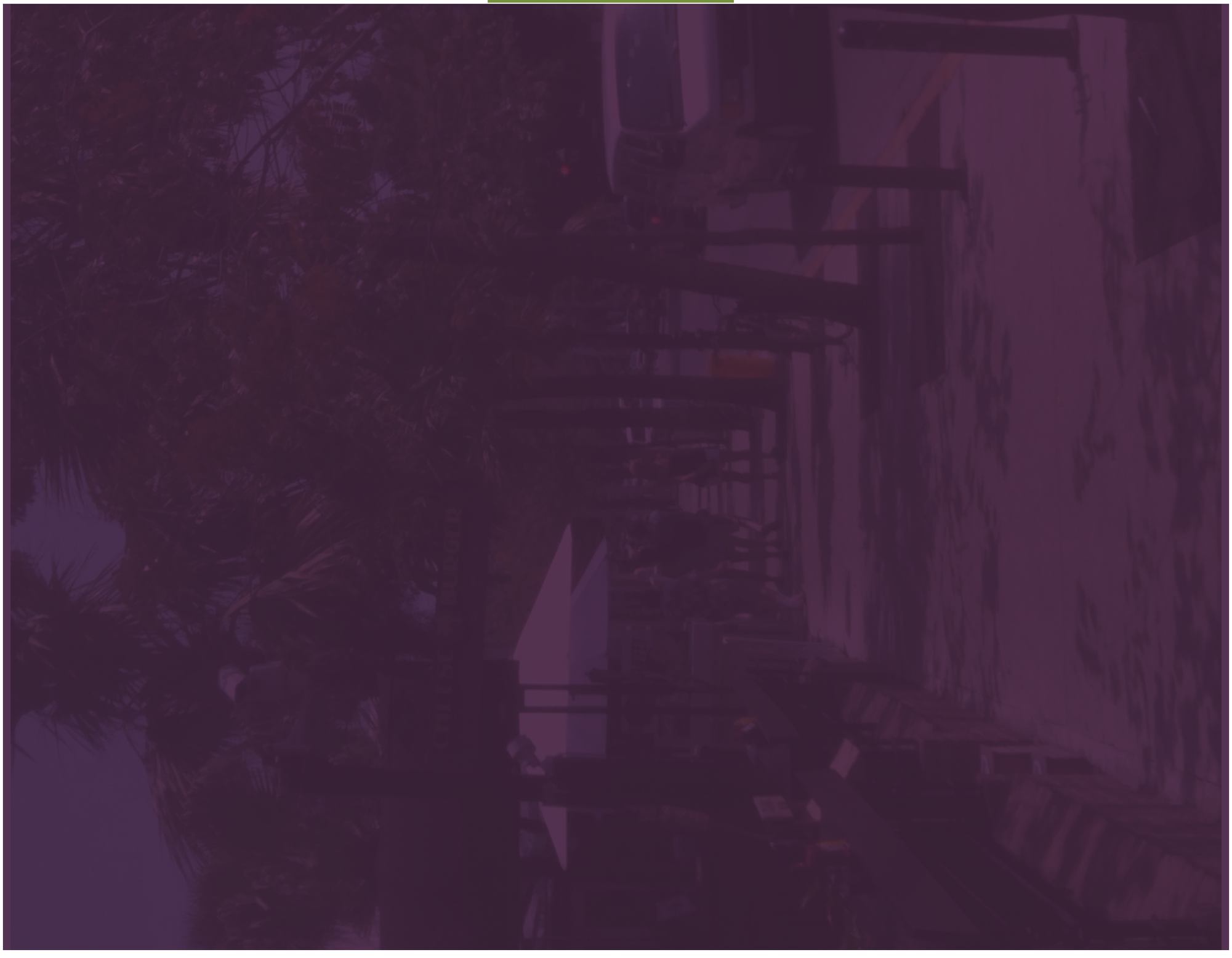
Prime Firm

Renaissance Planning Group, Inc.

Project Manager and Company Representative Contact Information

Bill Wuensch, Principal
455 Second Street SE, Suite 300
Charlottesville, Virginia 22902
Phone 434.296.2554 ext. 308
Fax 434.295.2543
wwuensch@citiesthatwork.com

ORGANIZATION CHART



ORGANIZATION CHART

Project Staffing

Renaissance Planning Group will serve as the prime contractor and will manage all aspects of the consultant services. Renaissance will be supported by The Craig Company, Perez Engineering, and personnel from North Carolina State University. A brief description of the senior project staff and task leaders are summarized below.

Renaissance Planning Group *(Renaissance) will provide overall project management, multimodal planning, traffic engineering, public process expertise, identification of innovative strategies, and policy development for this project. Renaissance brings a national perspective to multimodal planning that helps to create or enhance livable places.*

Bill Wuensch, P.E., PTOE will manage the contract and serve as primary point of contact for the City. Bill's breadth of experience with traffic engineering, multimodal planning, community planning, and public process will allow him to identify and anticipate project needs throughout the duration of the 12 month project schedule. Bill has managed a wide array of projects ranging from highly technical traffic technical analyses, long range transportation plans, multimodal plans, and corridor studies resulting in identification of specific projects and policy recommendations. Within his projects he has developed and implemented highly successful interactive public processes among diverse groups of stakeholders.

Karen Kiselewski, AICP will serve as the deputy project manager assisting Bill with project coordination and logistics. Karen will also support the public process, development of strategies, and policy guidance. Karen has a solid background in integrating land use and transportation planning and has a strong understanding of the Florida planning framework and requirements. Her project experience is in municipal issues, comprehensive planning, long range transportation planning, growth management, public participation, and special studies.

Whit Blanton, AICP will assist with the public process and development of strategies and policies. Whit specializes in multimodal transportation planning, land use-transportation integration and strategic communications, leading many of the firm's major planning projects. His experience entails working with a diverse array of Metropolitan Planning Organizations, transit providers and local governments. He is a nationally recognized expert in transportation concurrency alternatives to support compact multimodal development, performance measurement in transportation planning and transportation funding/governance

Project graphics will be developed by a team of urban designers who are also graphic artists. **Michael Lowe** and **Kristin Nelson** work closely together to create high quality graphics to illustrate concepts and data.

The Craig Company, *a local Key West planning firm, will assist Renaissance with understanding the local planning context, public process, identification of mitigation strategies, and multimodal policy development.*

Don Craig will be an invaluable local resource. Don has extensive experience within the planning realm having worked in both the public and private sectors for many years. He is a highly experienced community planner and knows the local issues and concerns. Don gives the Renaissance team unique insight into local concerns that will provide an added measure of efficiency through the project process. Don will work closely with the Renaissance staff to assist with local coordination, project logistics, data

collection, context setting, and the overall public process. Don will be assisted by Barbara Mitchell, a senior planner and project manager with The Craig Company.

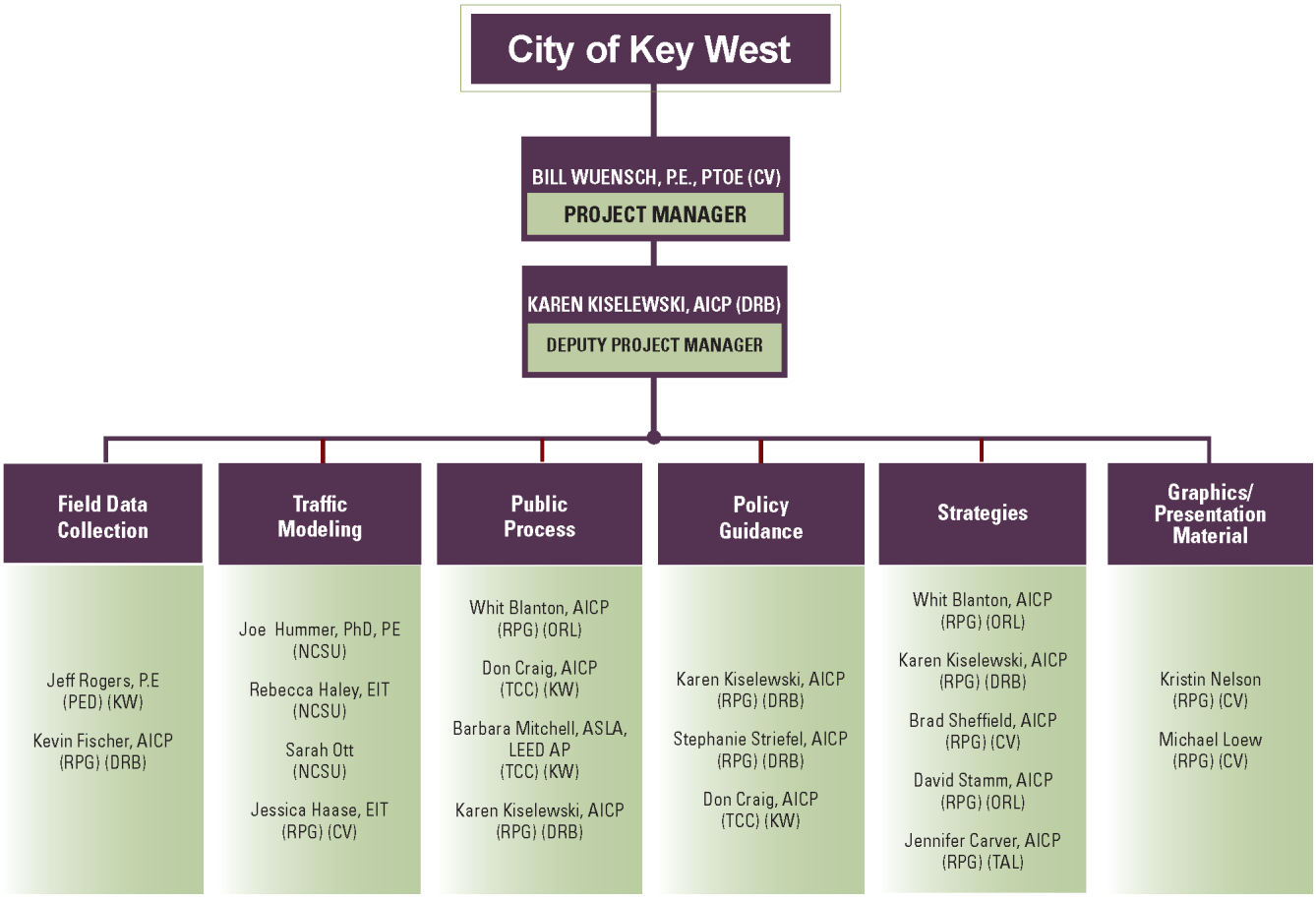
Perez Engineering, *a local Key West engineering firm, will provide staff to collect information and field data around the island as required for this project.*

Allen Perez' staff are highly adept at collecting and organizing field data and will be available to the project team as needed for gathering field measurements, conducting inventory efforts, collecting traffic data, and videotaping key corridors as needed in the proposed modeling effort. The Renaissance staff will work closely with the Perez Engineering staff to create and execute an efficient and effective data collection plan.

The modeling team from ***North Carolina State University (NCSU)*** *will bring unparalleled experience in VISSIM modeling, intersection design and operations, and analysis of the diverse vehicle mixes. The modeling element of this project will be supported by Professor* ***Joseph Hummer, PhD., P.E.*** *and his staff or graduate student researchers. This arrangement will provide a credible and highly skilled efficient modeling resource for this innovative and unique project.*

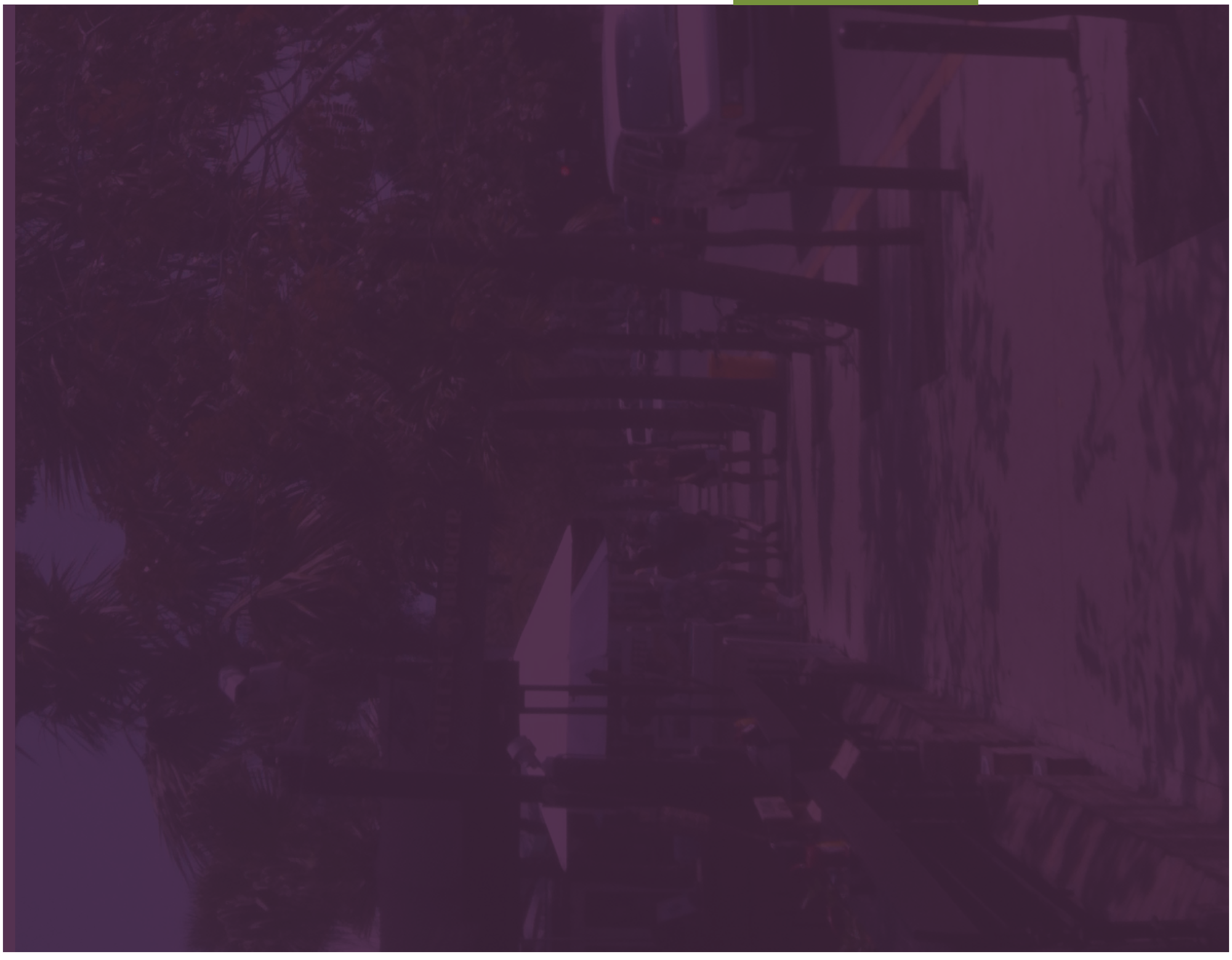
Dr. Hummer has taught and researched highway design, safety, and operations in the Civil Engineering Department at NCSU since 1992. He previously taught at University of North Carolina Charlotte, worked for a transportation engineering consulting firm, and served as a Graduate Research Fellow at Federal Highway Administration. Joe has a PhD from Purdue and MS and BS degrees in civil engineering from Michigan State. He has performed research on unconventional intersections and interchanges for over 20 years. He has used microscopic traffic simulation to analyze numerous complex problems since 1988, starting with the CORSIM model and moving more recently to the VISSIM model. Dr. Hummer also is a worldwide leader in the analysis of diverse modes of travel. He was Principal Investigator and primary author of the research that will be the standard method by which we all estimate the level of service of pedestrians, bicycles, skaters, and others on shared use paths in the forthcoming (2010) edition of the Highway Capacity Manual (HCM). He was also a key contributor (co-author) of the research on pedestrian and bicycle level of service that is in the current (2000) edition of the HCM.

The engineers assisting Dr. Hummer on the NCSU portion of the team will be Becky Haley and Sarah Ott. Ms. Haley and Ms. Ott are both currently graduate research assistants in civil engineering. Ms. Haley expects to receive her Masters degree in May, and will work on this project as a temporary employee, while Ms. Ott expects to receive her Masters degree in December. Both Ms. Haley and Ms. Ott have Bachelors degrees in civil engineering with terrific grades, ample course work in traffic engineering and highway design, and coursework in the VISSIM model. More importantly, both are employing the VISSIM model extensively in their Masters project and thesis work on the Superstreet project sponsored by the North Carolina Department of Transportation (as summarized in the project experience portion of this proposal). Besides VISSIM expertise, Ms. Haley and Ms. Ott are skilled through course and project work in field data collection, extraction of traffic data from video, statistical data analysis, and the analysis of collision data.



Office Location
(KW) Key West, Florida
(DRB) Delray Beach, Florida
(ORL) Orlando, Florida
(TAL) Tallahassee, Florida
(NCSU) North Carolina
(CV) Charlottesville, Virginia

Consultant Abbreviations Key
(RPG) Renaissance Planning Group, Inc.
(TCC) The Craig Company
(NCSU) North Carolina State University
(PED) Perez Engineering & Development Group, Inc.



COMPANY INFORMATION

Renaissance Planning Group

Renaissance Planning Group, Inc. is a planning, design, and policy analysis consulting firm specializing in the integration of transportation, land use, urban design, and technology. Renaissance believes strongly in the value of collaborative planning that connects technical disciplines with meaningful public participation to address challenges facing our communities in a comprehensive way. We do this through community-based visioning, technical analysis and implementation strategies. We tailor our approach to each project with out-of-the-box thinking to achieve practical, real-world solutions for our clients.

The firm provides services primarily to public sector agencies, including metropolitan planning organizations, regional planning commissions, local governments, transit authorities, and state and federal agencies. Renaissance occasionally works with private and non-profit entities for community-based plans and designs. The professional staff members of Renaissance Planning Group are skilled in developing innovative and effective policy approaches and technical methods, as well as building public consensus for solutions that create quality urban environments and livable communities. We have included project descriptions for a variety of work for similar jurisdictions and projects in Florida, North Carolina and Virginia within this proposal.

Renaissance Planning Group excels in **multi-modal transportation planning**, with a focus on creating supportive environments for transit, walking and bicycling. The firm's **land use planning** expertise encompasses regional scenario planning, light rail impact assessment, Land Development Codes to support multimodal planning and community redevelopment, comprehensive planning, and community-based regional growth alternatives. Renaissance Planning Group's **urban design** specializations include community master planning, transit station area planning concepts, and design guidelines for station areas, corridors and streets. To support these endeavors, Renaissance Planning Group has expertise in land use and transportation modeling, fiscal impact modeling, geographic information systems, travel demand forecasting and other analytical tools to provide clear, accurate and meaningful information to support policy decisions and public participation. The firm is skilled in working with citizens and stakeholders to achieve **well-informed, inclusive decisions** about a wide range of planning issues, and is particularly skilled at making technical information accessible and understandable to people at a variety of levels.

Renaissance Planning Group's approach is to collaborate closely with its customers and consulting partners, providing personal responsiveness and quality services within tight schedules. Our firm's professionals have training and expertise in transportation and land use planning, engineering, landscape architecture, urban design and policy development. Collectively, these experts in their respective fields provide an unparalleled depth of experience to support client services and project management at Renaissance Planning Group.

OFFICE LOCATIONS	121 South Orange Avenue, Suite 1200, **Orlando, FL** 32801 ph 407.487.0061 455 Second Street, Suite 300, **Charlottesville, VA** 22902 ph 434.296.2554 400 North Ashley Drive, Suite 1010, **Tampa, FL** 33602 ph 813.254.7741 519 E. Park Avenue, **Tallahassee, FL** 32301 ph 850.270.1926 401 W. Atlantic Avenue, Suite O-11, **Delray Beach, FL** 33444 ph 561.404.7261 1235 15th Street, Unit 1, **Sarasota, FL** 34236 ph 941.306.2800		
SERVICES	Visioning and Scenario Planning Land Use and Transportation Modeling Transit Planning and Operations Analysis Corridor Studies City, Town, Village, Small Area and Site Master Plans Bicycle, Pedestrian and Greenway Plans Redevelopment Planning Multimodal Transportation Planning Long Range Transportation Plans Livable Streets Transportation Demand Management and Forecasting Sociocultural Effects Evaluation Transportation Project Impact Assessment Regional Land Use and Transportation Plans		Form Based Codes Course Development and Training Public Engagement and Facilitation MPO and Local Government On-Call Services Transit Oriented Design and Station Area Planning Local Government Comprehensive Plans Site Planning and Development Reviews Land Development Regulations and Design Guidelines GIS Analysis and 3-D Visualizations Environmental Streamlining – Efficient Transportation Decision Making Prequalified in FDOT Work Groups: 13.3 - Policy Planning 13.4 - Systems Planning 13.5 - Subarea/Corridor Planning 13.6 - Land Planning/Engineering
STAFF RESOURCES	19 Certified Planners (AICP) 5 Planners 3 Designers (1 LEED AP) 1 Landscape Architects (ASLA) (LEED AP) 1 Professional Engineers (PE)		1 Engineer in Training (EIT) 1 Graphic Designer 1 GIS/Data Analysts 6 Administrative Professionals 38 Total Personnel
PROFESSIONAL AFFILIATIONS, LICENSES, AND CERTIFICATIONS	American Planning Association Transportation Planning Division Urban Design Division American Institute of Certified Planners American Society of Landscape Architects Institute of Transportation Engineers International Association for Public Participation Leadership in Energy and Environmental Design (LEED)		Congress for New Urbanism Recipient of 2005 National Charter Award Association of Metropolitan Planning Organizations Virginia Association of Planning District Commissions Association of Pedestrian and Bicycle Professionals Florida Redevelopment Association Florida Bicycle Association League of American Bicyclists
DBE STATUS	No	FEIN	593594725
YEAR FOUNDED	1999	ANNUAL SALES	$4.5 Million
TYPE OF ORGANIZATION	Corporation, headquartered in Orlando, Florida		

The Craig Company

The firm, founded by Donald Leland Craig, AICP, in Key West, Florida provides state-of-the-art land planning, site design, landscape architecture, and development feasibility counseling, and expert witness services to cities, counties, resort and community developers, and the real estate community. We now also operate from Ocala, Florida and Breckenridge, Colorado. We maintain LEED and AICP certifications and subscribe to and practice ethical standards to assure a fiduciary responsibility to you and the communities in which we work. With on-going relationships with architects, engineers and environmental professionals across the nation we build teams of the most talented dedicated professionals selected to create the solutions for your projects.

"The Craig Company specializes in resort communities that are responding to the economic and environmental impacts of increased tourism, changes in the profile of visitors or their demands for new services and/or attractions, sustainability or other ecological or commercial development considerations"

We create advantage by listening carefully to you and will offer innovative solutions tailored with attention to detail for the project goals, not "canned" products.

Our philosophy is to be there with you throughout the entire lifecycle of the project to assure timely, cost effective and personal services.

North Carolina State University

North Carolina State University is one of the nation's leading public universities and land-grant colleges with a current total enrollment in excess of 29,000. The central campus is located on 2,000 acres in Raleigh. It is the primary technological research institution of the 16-campus University of North Carolina system.

The College of Engineering at North Carolina State University comprises 10 departments offering 16 BS, 18 MS, and 15 PhD degree programs. The undergraduate engineering program is the fourth largest in the United States, and our graduate and research programs consistently rank among the best in the nation, with annual research expenditures now exceeding $38 million.

The Department of Civil, Construction, and Environmental Engineering offers undergraduate degrees in civil engineering, construction engineering and management, and environmental engineering. Seven graduate programs are offered in computer-aid engineering, construction engineering and management, environmental engineering, public works engineering/administration, structural engineering and mechanics, transportation systems and materials, and water resources and coastal engineering.

The mission of the Department of Civil, Construction, and Environmental Engineering is to provide: high quality undergraduate programs that continually incorporate advances in civil engineering technology; post-bacalaureate educational programs to satisfy the increasing need for highly educated engineers in various specialty areas of civil engineering; research activities consistent with the responsibilities of a research institution to develop new technology for the solution of emerging problems and to support programs of graduate education; and extension and public service activities through the development of professional technical assistance and continuing education programs.

The Department of Civil, Construction, and Environmental Engineering encourages active collaboration and cross-disciplinary activities and has a strong commitment to innovative research. Annual research expenditures in the department are around $6 million. The department supports close partnerships with industry and government in an effort to conduct research at the cutting edge of science and technology. Research sponsored and funded by organizations such as the National Science Foundation, the United States Environmental Protection Agency, and the North Carolina Department of Transportation is focused primarily in serving public needs and enhancing the ability of industry and government to respond to those needs.

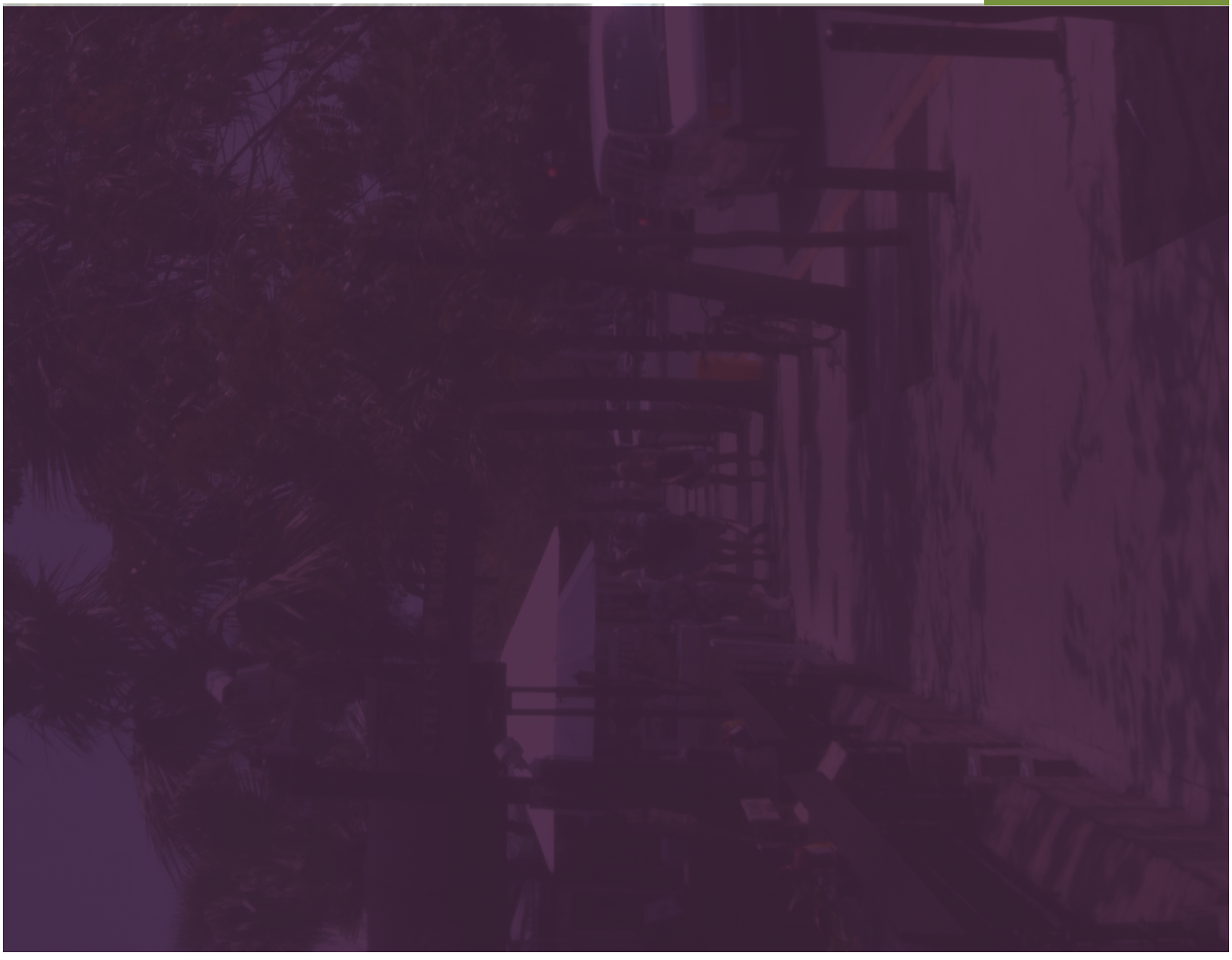
The Civil Engineering Department is located in Mann Hall, which houses well-equipped laboratories and computer facilities for instruction and research, classrooms, and offices. Computer facilities include the College of Engineering Eos network of more than 500 public workstations and numerous microcomputers, over 50 of which are located in Mann Hall. The Eos system provides access to a wide range of engineering software, as well as to other campus-wide and off-campus computers.

Perez Engineering and Development, Inc.

Perez Engineering & Development, Inc. is a professional civil engineering consulting firm. We provide professional services in the public, industrial, military, and private sectors. Based in Key West, Florida, our staff has a proven record in successfully managing and completing complex multi-discipline projects throughout the State of Florida and the Caribbean. Our approach to project planning and management controls both capital costs and engineering fees and demonstrates our ability to meet both schedule and budget requirements. In addition to being completed on time and within budget, a successful project must be technically adequate. To ensure technical adequacy of all our work, various types of review mechanisms have been established. The result is systematic approach to ensure the following:

- Every project meets its quality objective
- Quality is continuously improved
- Cycle time is continuously reduced
- Cost are continuously reduced

Perez Engineering & Development, Inc. has successfully managed and completed various types of multi-discipline contracts including continuing services contracts for municipal and state government, federal government and private industry. Our performance on past and current contracts confirms our ability to meet both schedule and budget requirements with a strong emphasis on quality.



Methodology and Approach

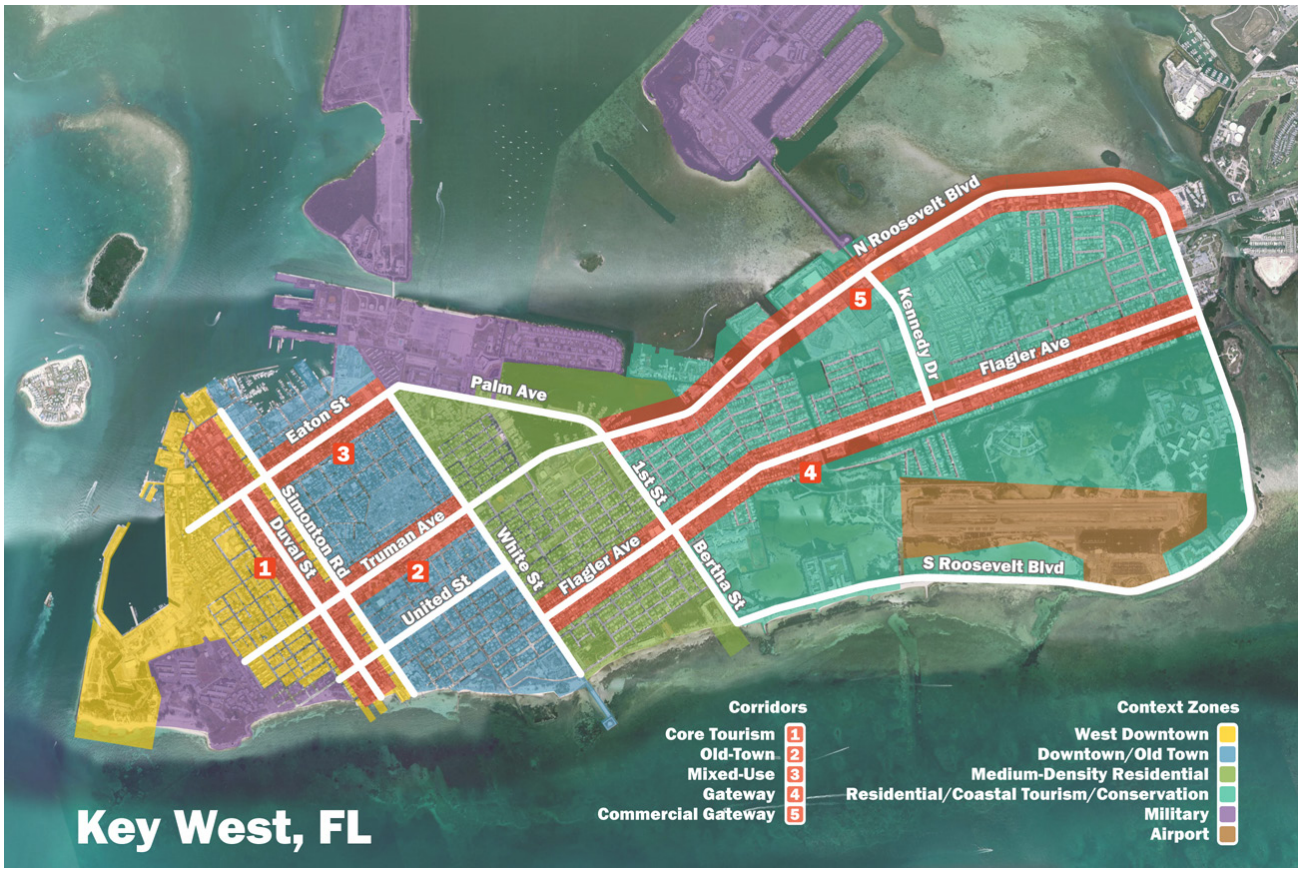
Introduction

The City of Key West is a vibrant mix of tourism activity, naval employment, and island residents coexisting within an approximately eight square mile island. In the tourist season, the daily population swells from approximately 25,000 to upwards of 50,000 persons traveling around the island. The high volumes of vehicular traffic mixed with the array of other travel modes, including extensive pedestrian traffic, bicycle traffic, taxis, tourist trolleys, transit buses, mopeds, and electric cars (golf cart style vehicles), result in high levels of congestion and impaired mobility efficiency. These mobility challenges and issues can also create some negative impacts to quality of life and livability for those who live and work on the island.

Presently, with three Cruise Ships in port, approximately 6,000 pedestrians come ashore each morning. As observed, these pedestrians essentially "flood" Front Street, Old Town, the Key West Bight and points west of Simonton, though they also spill over to all parts of the island. The trolley services run tours across most of the island throughout the day, filling the streets with an extensive fleet of trolley vehicles.

The presence of the mix of slower moving vehicles on most every road, coupled with extensive pedestrian traffic, results in a somewhat "chaotic" travel environment, especially in the Old Town area, Front Street, and the Key West Bight.

The land uses on the island are comprised of a mix of commercial activities and dense residential development. See the following figure for an illustration of the different island context zones as describe below.



The residential areas immediately surrounding Old Town west of Whitehead Street and east of Simonton Street have a unique character and context, though they are also generally inundated with a mix of traffic, pedestrians and various vehicle types.

- Further to the west, the Truman Annex is a gated contemporary traditional neighborhood designed development. The gated aspect removes neighborhood cut-through traffic with exception of allowing traffic through to access the western most points of the island which is comprised of naval uses, Fort Taylor State Park, and an emerging marina activity center.
- Adjacent to, and east of White Street, older neighborhoods exist along the islands narrow street grid. These areas receive less transient tourist travel though are still traversed by the trolley tourism vehicles and other modes of travel.
- Further to the east along the north side of the island is where many of the larger and diverse shopping opportunities are provided along North Roosevelt Blvd (US Route 1). The US Route 1 arterial has been studied extensively and FDOT is nearing commencement of an improvement project to provide for safer multimodal mobility. This area does not have the level of pedestrian and alternative vehicular usage present along the western half of the island and is more automobile oriented. Pedestrian facilities are provided along the waterfront and along some of the abutting street grid.
- Southeast of North Roosevelt Blvd, over to and east of Flagler Blvd has a mix of land uses, though the area is primarily relatively dense residential. This section of the island is where public school facilities are located along with other island services, including medical facilities, utility companies, recreational facilities, and the airport. This area has numerous hotels and there is a mix of modal uses, particularly in proximity to shores on both sides of the island. South Roosevelt Blvd (SR A1A) has some of the heavier used beaches with pedestrians, bicycles, and other modes of travel present throughout the day.

Thus, the island has several unique "context zones" ranging from heavy tourism areas (Old Town, Front Street, and the Key West Bight area), historic neighborhoods, commercial arterials (corridors), dense mixed use suburban sections, along with military bases and tourist support industry. Each of these context areas has varying needs and concerns relative to mobility and livability. At present, the heavy vehicular traffic coupled with the mix of other modes, vehicle types, and tourist trolleys, has created a need to explore strategies to provide a better balance of mobility and livability.

In particular, there is a pressing need to examine how many vehicles and types of vehicles, mixed together, can be safely and efficiently accommodated on the street network. Also, in terms of balancing mobility and livability, there is a need to assess how the different multimodal strategies can best align with the unique context zones to enhance efficiency, safety, economic prosperity, and quality of life.

The team recognizes that the impacted context zones contain real neighborhoods where people work and reside, and that the impacts on these neighborhoods have a seasonal and daily rhythm that may require changes in the operational characteristics of some of the types of conveyances in order to achieve a balance of economic support and community livability.

Prior Studies

Over the past decades there have been a considerable number of studies addressing mobility needs on the island. The majority of them have addressed strategies for improving vehicular mobility along the major road facilities, including the network shown below.

In terms of vehicular movements, it has been reported in prior studies that along the 12 major east-west lanes of travel on the east end of the island as many as 60,000 vehicles per day are accommodated during the peak tourism season. West of White Street the volume decreases and spreads across the grid; however the traffic volumes remain significantly high relative to available capacity on the arterials and major collector facilities. Various strategies for increasing road travel capacity have been examined and implemented through the years. These projects have included varying one-way pair strategies, road widening, a new bridge to Stock Island, removal of on-street parking, and other traffic management ideas and concepts to more efficiently move automobiles along the travel corridors. In the more recent past, concern for other modes of travel has been voiced and studied in an effort to improve multimodal opportunities and facilities throughout the island. These efforts have included creating bicycle lanes; examining pedestrian connectivity, and providing increased transit service throughout the Keys, along with other strategies.

This Carrying Capacity Traffic Study will examine the interaction between the diverse modes of travel within the different context zones on the island and seek to define the optimum mobility solutions given the development context and unique tourist-related issues. The Renaissance Planning Group (Renaissance) team will conduct a study that includes a strong technical analysis using the Vissim microsimulation software to model existing conditions and test alternative strategies for varying the mix of travel modes and volumes. The alternative strategies will illuminate how travel time, safety, and other measures of mobility will be affected by varying modes and volumes of traffic.

Running parallel with the modeling effort, the study will examine the mobility and livability needs of the different context areas on the island. This effort will be supported by a highly interactive public process among the diverse group of stakeholders. Varying strategies, supported by sound technical analyses, economic impact analysis, and a strong public process, will be identified. The study process and resulting transportation strategies will provide a defendable rationale, in both the quantitative and qualitative senses, for the policy making process.

The following outlines Renaissance's proposed methodology and approach for conducting this unique transportation study. An additional explanation of the public process follows the description for Task 8.

Proposal Tasks

Task 1 – Data Collection and Context Setting

Upon Renaissance's notice to proceed, the prior planning studies will be examined and critically important volume and other applicable mobility measures will be summarized for use in this study. It is anticipated that some level of manual traffic (all modes) counts will be required. Data collection will occur between the months of December and April to capture the peak tourist season. Data, as needed for the simulation model development, will consist of videotaping of key road links within different context zones, potentially including (to be refined based on further input from the City and focus groups as noted in Task 2):

- High Tourist Area - Duval Street from South Street to Front Street
- Old Town Mixed Use Area – Eaton Street from Simonton Street to Grinnel Street
- Old Town Arterial Corridor – Truman Avenue between White Street and Duval Street
- Island Arterial – Flagler Street from White Street to 13th Street

Using four hours of video taping along these corridors, a detailed simulation model will be constructed in Task 3 to represent existing mobility conditions along the corridors. The model will be validated against actual field conditions.

In modeling these corridors, it will be critically important that the following modes, vehicle types, and behaviors are represented:

- Automobiles

- Pedestrians (crossing and J-walking)
- Electric golf cart type vehicles
- Bicycles
- Bicycle taxis
- Tour buses
- Delivery trucks
- Tour trolleys and multicar train type trolleys
- Mopeds/Scooters
- Taxis
- Transit vehicles

Other field data collection will include physical measurement of key streets, identification and inventory of public parking facilities throughout the City, travel time runs along key corridors, transit ridership, trolley routes and ridership, and a general inventory of sidewalk facilities.

Project base mapping will be prepared for use throughout the study process. The base mapping will be used to illust rate the traffic volumes, multimodal accommodations (such as bike lanes, sidewalks, transit routes, and trolley routes). The mapping will also be used to illustrate the context zones for interacting with the stakeholders, focus groups and at public workshops.

Through the data collection process, the study team will explore potential changes to traffic and modal volumes over the 10 year planning horizon. This assessment can be based on historical growth, known future development, and current planning assumptions.

During the data collection phase, the public process will include:

- Initial technical committee meeting (staff, City Commission, and members of the Planning Board)
- Stakeholder interviews – to be determined, and
- Public meeting #1 to kickoff the project and identify issues and opportunities relative to mobility and livability. This meeting will be a highly interactive workshop format preceded by a brief presentation about the purpose and need for the project. An effective format for this meeting could be facilitated small work-groups who would collectively identify:
    - specific issues and opportunities, and
    - community values to inform development of performance measures

Deliverables for Task 1:

Technical Memorandum #1 to include:

- Project mapping
- Summary of first Technical Committee meeting
- Summary of existing traffic volumes and mobility characteristics
- Existing conditions model simulations and performance characteristics
- Summary of stakeholder discussions
- Workshop #1 and summary

Task 2 – Context Zone Identification

Using the base mapping developed in Task 1, and information from the preliminary land use and development pattern analysis, the study team will define preliminary initial context zones in coordination with the City's project Technical Committee. For the purposes of this study, it is initially assumed that there will be approximately six context zones, representing sub-areas of the City. In coordination with the City and through an application process as part of the first public meeting, representatives for each of the context zones will be identified and assembled into focus groups. It is possible that some members of the focus groups could serve in more than one group.

Discussions with the focus groups will be informative relative to identifying issues and opportunities, and fleshing out core values that will guide development of performance measures, policies, and identification of specific projects.

Deliverables for Task 2:

Technical memorandum #2, to include:

- Context zone mapping
- Summary of Context zone characteristics, issues, and opportunities
- Summary of values and potential performance measures
- Summary of focus group discussions

Task 3 – Modeling of existing conditions

Using the data collected in Task 1, a detailed microscopic simulation model will be conducted to evaluate existing and potential future travel characteristics within four of the six context areas. The analysis areas will not include the military and airport uses. The existing conditions model will be validated, through field observations, with observed existing conditions.

Microscopic simulation models can play an important role in bringing planning strategies and concepts closer to implementation. Their value lies in two critical capabilities:

1. To simulate for each alternative being considered the complex interactions between individual components and characteristics of a transportation system at a high level of detail, including vehicle performance and characteristics (acceleration / deceleration rates by vehicle type), driver behavior variations (aggressiveness, headways, lanes changes), roadway geometry, traffic operations (timing, phasing, pedestrian crossings, and detector activations); and
2. To visually present the appearance of each alternative and its traffic operational consequences in a simple, animated video-like format.

This combination of capabilities allows for not only a more thorough and complete technical evaluation and analysis of complex alternatives, but provides a valuable means of illustrating to decision-makers the impacts, benefits and dis-benefits of each alternative in a format that is readily understandable by both technical and non-technical audiences. Simulation models are of particular value when assessing complex, multi-modal or unconventional solutions to critical transportation issues, such as those being addressed in this study. As proposed for use on this project, VISSIM is the industry leading microscopic

simulation program for multi-modal traffic flow modeling. With its unique high level of detail it accurately simulates urban and highway traffic, including pedestrians, cyclists and motorized vehicles. VISSIM realistically simulates interactions between pedestrian and customizable vehicle flows. Thus, it is possible to program all of the vehicle types on the island, plus pedestrians, into one model to view and examine their interactions. While this can be a time intensive process, The Renaissance team is proposing to utilize highly skilled graduate students from North Carolina State University, which provides a very efficient and skilled project resource to address this task.

A work session with the project Technical Committee will be held to present results and findings of the modeling process, discuss values based performance measures from Task 2, and discuss recommended quantitative performance measures from the model – level of service or quality of service indicators.

Deliverables for Task 3:

Technical Memorandum # 3 to include:

- Summary of performance measures determined from the microsimulation models
- Summary of potential level of service or quality of service indicators

Task 4 – Model Threshold Testing

In this task we will test various combinations of changes to the mix and/or volumes of vehicles within the modeled context zones and corridors. Through the iterations of testing, results in terms of level and/or quality of service, measures of delay and congestion will be reported. This "threshold testing" will start to inform the study process in terms of how increased, or decreased, volumes of traffic and the mix of vehicles will vary the travel characteristics.

Upon completion of this effort, Renaissance will meet with the project Technical Committee to discuss the results of the modeling and also begin an informed discussion regarding potential strategies for managing traffic across the island.

A second public workshop will be held to inform the public about progress on the project, share results of the focus group and stakeholder discussions, share the draft list of performance measures, provide a presentation of the modeling results, and present an initial list of strategies that could be employed to better manage "traffic" across the island. After this presentation, an interactive facilitated small group work session will be conducted. For the small group work session, the activity could include group discussion of potential strategies for each of the context zones and modeled corridors.

Deliverable for Task 4:

Technical Memorandum #4 to include:

- Summary of results of the threshold testing
- Summary of the 2nd public workshop

Task 5 – Identification of strategies for balancing livability with mobility

Based on the results of the preceding tasks, Renaissance will begin to formulate strategies for managing traffic, across all modes, on the island. Strategies could be broken out in terms of the overall island, specific corridors (State Routes), context zones, parking needs, and others yet to be identified. It should be noted that various strategies could have certain economic impacts, in terms of tax receipts, parking revenue, construction costs, transit operations costs or other implications yet to be identified. The Renaissance team will help frame these positive and negative impacts relative to the recommended strategies to ensure that the Technical Committee clearly understands the implications of different policy options.

Once the technical committee has provided a preliminary review, the preferred strategies can be further tested to verify the resulting effect. Other strategies that are more qualitative (i.e. limiting vehicles types, hours, noise in certain context zones) will be compared against the values-based performance measures.

Task 6 – Draft Multimodal Mobility and Livability Plan

After the draft strategies are presented and reviewed by the Technical Committee, Renaissance will begin to develop a mobility plan based on the Carrying Capacity Traffic Analysis as described in the preceding tasks. This plan will be based on the technical modeling analyses, livability values identified through the public process, and strategies as vetted through the public process. Recommendations will be developed to address traffic management strategies for the overall island, each of the context zones, and arterials. Economic impact implications will be noted. Along with strategies, which can be adopted as policy, specific projects relative to best practices for bicycling and walking will be identified and prioritized for implementation in the 10 year planning horizon.

A draft summary memorandum (Technical Memorandum #5) will be prepared for review by the City's project Technical Committee. Upon receiving feedback on the content of the memorandum, a final public meeting will be conducted.

For this Public Meeting, a brief presentation will be made to review the project progress to date and to share the initial recommendations. This meeting could be conducted as a public information meeting, whereby after the presentation, the attendees could circulate around the meeting room to view illustrative boards that explain the recommended strategies. Each "station" will include necessary mapping, data, and summary of why a strategy is being recommended. Project staff will be available at each station to discuss the presentation material, answer questions, and receive feedback through the use of flipcharts or comment forms.

Deliverables for Task 6:

Technical memorandum #5 to include the initial draft recommendations for consideration by the City.

Technical memorandum #6 to include:

- Final summary of draft recommended strategies, including guidance for implementation, any economic implications, and the listing of projects along with best practice design guidelines
- Summary of the public comments received at the third public workshop

Task 7 – Final Multimodal Mobility and Livability Plan

In this task the list of strategies and actions will be refined based on public and City staff feedback on the draft list of strategies. As before, the final memorandum will address strategies and actions for managing traffic across the overall island, within various context zones, and along the key arterials. A final analysis of resulting economic impacts will be provided. Specific projects or types of projects will be identified along with best practices that can inform the final design process. The Multimodal Mobility and Livability Plan is the basis and technical documentation for policy recommendations.

Task 8 – Development of draft policies

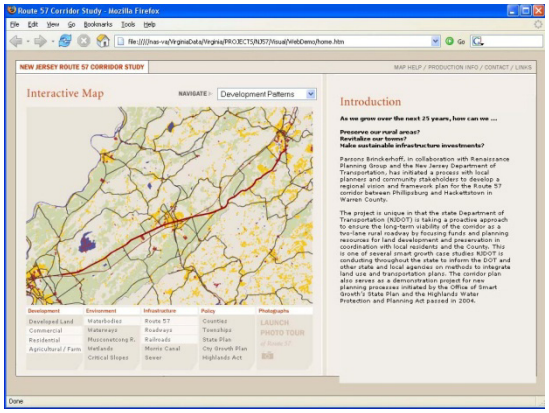
Recommendations put forth from this study will inform the development of policies that will be reflected in ordinances and future comprehensive plan updates. The final element of this study will be the development of draft policy language for managing the types and volumes of vehicles across context areas and corridors on the island. Renaissance will prepare this draft policy language such that it can be conveniently included into the comprehensive plan. Any strategies that have a specific component requiring physical alteration of streets, intersections, or other public facilities or structures will have cost estimates and timeframes for implementation. The policy analysis and recommendations will also identify the probable types of implementation regulations (land development regulations and other ordinances) when and if required.

The Multimodal Mobility and Livability Plan can be used to set the stage for revisions to the City's comprehensive plan transportation element. Per Senate Bill 360, the City of Key West is a dense urban land area (DULA) and as such is a designated transportation concurrency exception area (TCEA). This study will provide supporting data, inventories and analysis to revise the comprehensive plan and set mobility and livability standards as part of the policy language and will identify mobility strategies in support of the TCEA designation.

Deliverables for Task 8

Draft and Final Project Reports

Public Process



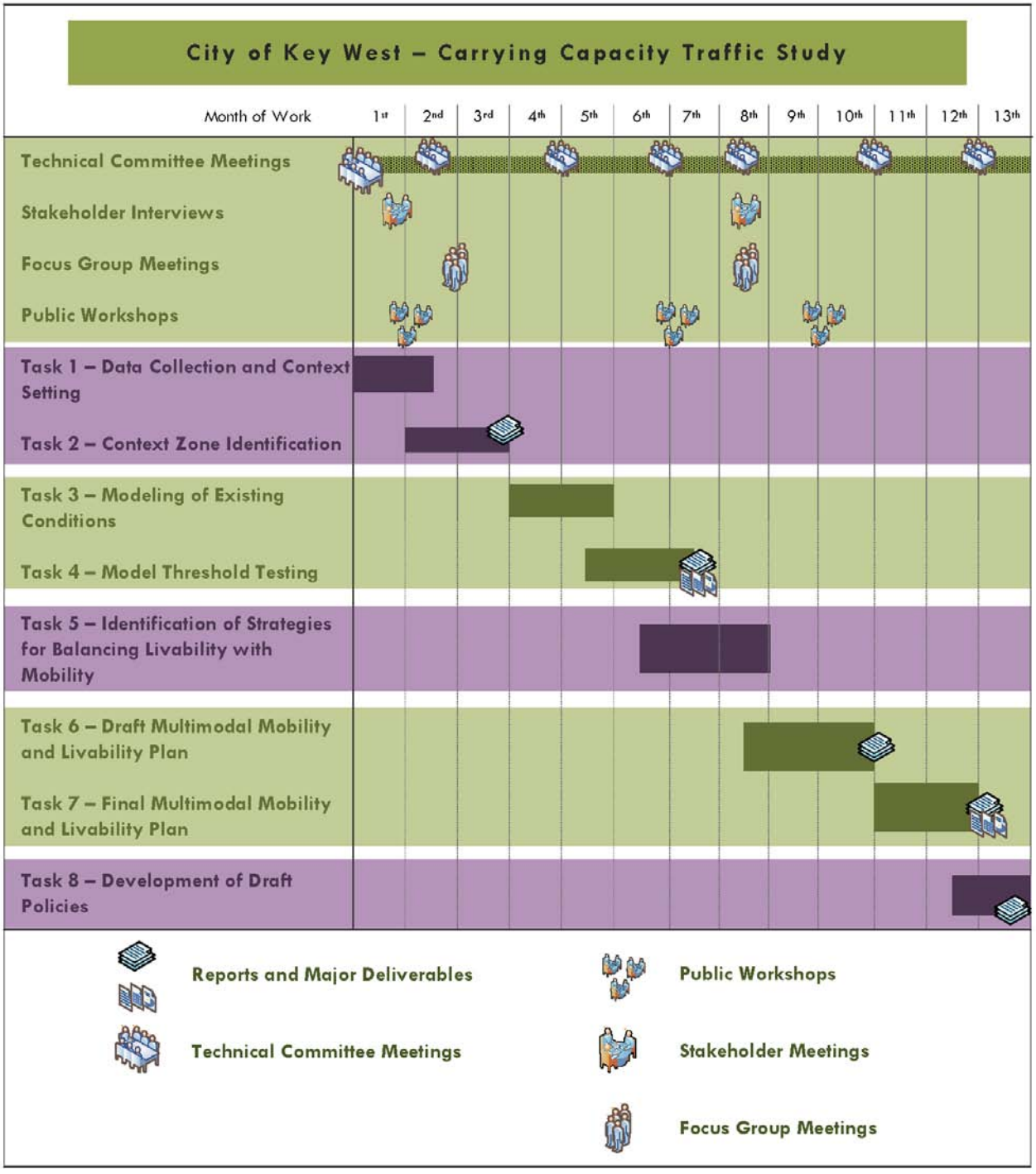
As noted within each of the above tasks, the public process is an important element of this study effort. The suggested approach for an effective public process involves identification of stakeholders with whom the project team can have one on one conversations, creation of focus groups that can represent specific areas of the island, and conduct of interesting and interactive public workshops that result in strong two way communication. Renaissance will work with the City to develop a public involvement plan that is scaled for and geared towards the needs of Key West. Ultimately, having an effective public process will result in project recommendations that enjoy a high level of support from the community.

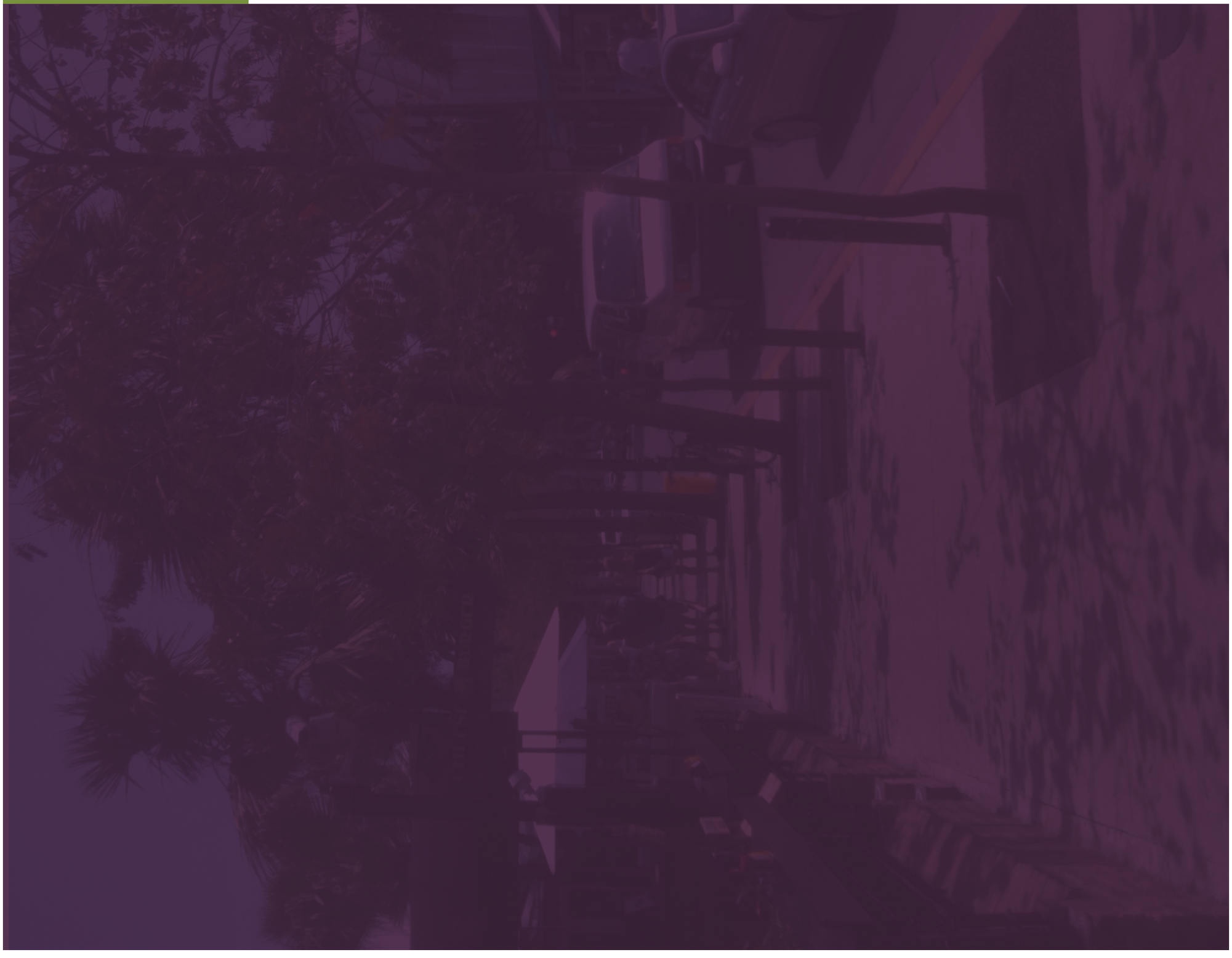
The Renaissance team includes members who are intimately familiar with the island, including who needs and/or wants to "be at the table" for these important discussions. A potential list of participants could include many of the following entities:

- KWF City Commission
- Florida Keys Community College
- Hotel -Motel Assoc.
- Lower Keys Hospital
- Planning Board
- Inn Keepers Association
- HARC
- Chamber of Commerce
- The Key West Bight Board
- Downtown Business Owners
- Monroe County
- Trolley Owners
- US Navy Joint Command
- Taxi Owners
- Monroe School Board
- Electric Car Owners
- Keys Energy
- Bicycle Rental Shops
- Florida Key Aqueduct Authority
- Scooter Rental Shops
- NOAA
- Old Town Key West Association
- FDEP
- Neighborhood Associations
- State Parks
- Bahama Village Redevelopment Area Representatives
- Monroe County Sheriffs Office
- Waste Management Inc.
- Tourist Development Council
- FDOT
- Monroe County Airport Management
- Monroe County School District
- Port Authority
- Florida Dept. of Community Affairs (DCA)

The Renaissance team will establish an interactive web site for the posting of project information and coordination of public participation. Given the length of the study process and its components, this will allow impacted stakeholders who may be off island during extended periods, and those unable to attend workshops due to work or other time constraints, to monitor and comment on progress of the study. This website will be available through the City website for easier identification and access. In addition the team will consider mail surveys to a sample of households to gage opinion for as much penetration of the affected public as possible.

Schedule


City of Key West – Carrying Capacity Traffic Study
Month of Work
1st
2nd
3rd
4th
5th
6th
7th
8th
9th
10th
11th
12th
13th
Technical Committee Meetings
Stakeholder Interviews
Focus Group Meetings
Public Workshops
Task 1 – Data Collection and Context Setting
Task 2 – Context Zone Identification
Task 3 – Modeling of Existing Conditions
Task 4 – Model Threshold Testing
Task 5 – Identification of Strategies for Balancing Livability with Mobility
Task 6 – Draft Multimodal Mobility and Livability Plan
Task 7 – Final Multimodal Mobility and Livability Plan
Task 8 – Development of Draft Policies
Reports and Major Deliverables
Technical Committee Meetings
Public Workshops
Stakeholder Meetings
Focus Group Meetings



WILLIAM WUENSCH, P.E., PTOE
TRANSPORTATION ENGINEERING, PRINCIPAL

REGISTRATIONS
Professional Engineer Virginia and Florida

Professional Traffic Operations Engineer

EXPERIENCE
18 Years

EDUCATION
B.S. Civil Engineering, 1992
University of Central Florida

AFFILIATIONS
American Society of Civil Engineers

Institute of Transportation Engineers

Congress for New Urbanism

American Planning Association

SUMMARY

Bill's expertise is primarily focused in the area of traffic engineering and transportation planning. He has a strong background in transportation design that gives him an understanding of implications relative to plan implementation and feasibility. He has been focused on multimodal planning over the past 10 years and has provided planning services on a wide variety of complex and contentious projects. He regularly leads innovative public involvement processes that keep the stakeholders engaged towards a productive resolution of the projects. His transportation planning and engineering experience includes a wide variety of projects such as multi-modal corridor plans, traffic impact studies, traffic operations modeling, parking studies, long range planning, traffic calming, ITS planning, bicycle and pedestrian facility studies, and traffic safety studies. Bill is highly conversant in traffic flow theory , transportation system design standards, and context sensitive design considerations, and is knowledgeable of industry software applications for traffic operations analyses and design.

REPRESENTATIVE PROJECTS

Downtown Mobility Study – City of Bradenton, Florida

Bill served as lead project traffic engineer for a mobility study for congested portions of Bradenton and Palmetto, two neighboring cities in west central Florida. The goal of the study was to develop strategies to relieve congestion through the central business districts and identify solutions that were context sensitive. Alternatives examined included converting two-way bridges to one-way pairs over the Manatee River, converting a one-way pair in Manatee to two-way operation, and providing additional linkages to adjacent arterial facilities as necessary to relieve traffic and create a more context sensitive environment in both downtown areas.

Multimodal Corridor Studies – Virginia Department of Transportation and Metropolitan Planning Organizations

Bill has served in a lead technical position and project manager on several multimodal corridor studies. Recent Virginia projects include Route 360 in Amelia County, Route 250 in NW Fluvanna/SW Louisa Counties, Routes 20/15 in the Town or Orange, and Route 29 in Greene County. Multimodal corridor studies consider traffic operations characteristics relative to the desired adjacent land uses. Typical recommendations include specifics of preferred typical sections, intersection improvements, sidewalk and bicycle facilities, innovative modeling, improved transit accommodations. These studies typically include heavy stakeholder involvement to clearly explore the four planning questions: Where are we now, Where are we going (trend scenario), Where do we want to go, and How do we get there (preferred scenario). This experience blends transportation and land use concerns into a fully integrated land use and transportation based corridor study.

Environmental Impact Study Transportation Element – Washington Metropolitan Area Transit Authority

Bill served as lead analyst for the Environmental Impact Study transportation element, which included station area analysis for traffic and bike/pedestrian access. The study effort included a complete assessment of needs relative to bicycle and pedestrian access to the station areas (Tyson's Corner to Loudoun County) and provided recommendations for improved pedestrian features to provide safe and convenient access for all users of the facilities.

On-Call Services – City of Charlottesville, Virginia

Bill has provided traffic engineering assistance to the City of Charlottesville for the past five years. For a 14-month period, he served as the City's Temporary City Traffic Engineer. Typical assignments through this contract included traffic operations analysis, responding to citizen concerns, preparation and review of traffic studies, signal retiming, neighborhood traffic calming, and assisting with the update to the City's long-range transportation plan. Recently, Bill has provided concepts and designs for curb extensions and pavement markings to improve pedestrian safety at several intersections throughout the City.

King Street Improvement Plans – City of Alexandria, Virginia

Bill served as lead traffic analyst for the King Street improvement project between I-395 and Beauregard Street. The traffic effort included a complete analysis of existing sidewalk and bicycle facilities leading to recommendations for improved multimodal accommodations for the new road design. The analysis effort also included traffic modeling using Synchro and Corism. The final recommendations lead to incorporation of improved intersection geometry, signing, and marking relative to bicycle and pedestrian movements through the study area.

Continuing Traffic Analysis and Engineering – City of Lynchburg, Virginia

Bill has provided traffic engineering assistance to the City of Lynchburg for the past six years, including development of detour plans for a major downtown utility project, development of over 12 signalization plans, assembly of traffic control device design guidelines and specifications, and performance of intersection studies. Bill has also assisted private sector interests with dozens of traffic studies, including a major campus wide study for Liberty University involving all modes of transportation as the enrollment expands from 10,000 to 15,000 students in the next five years.

Countywide Safety and Mobility Study – Spotsylvania County, Virginia

Bill provided traffic analysis and planning services to the County to identify short and mid-term solutions to traffic concerns at 50 intersections. Working with the Board of Supervisors, the project team identified the study locations of interest. From there, the effort included data collection and traffic operational analysis leading to recommendations for short and mid-term mitigation measures.

Central Virginia 2035 Long Range Transportation Plan Update – Region 2000

Bill is managing the year 2035 update to the Central Virginia Long Range Transportation Plan Update. This update to the long range transportation plan will include a scenario planning exercise whereby alternative land use scenarios are examined across the region. The process is public process intensive and requires extensive modeling using Corplan, a GIS plug-in module that creates trip tables based on urban form and mix and intensity of development. The trend scenario, based on current future land use maps, will be compared to alternative future land use scenarios, then compared using such measures of effectiveness as vehicle miles traveled, costs for new roads required, proximity to walkable mixed use areas, and others based on the values expressed by the stakeholders. This process will be conducted over a 12-month period and will include traffic operational assessments of key roads/intersections, multimodal considerations, funding projections, and development of a new constrained and vision project list.

Route 419 Corridor Study – Roanoke Metropolitan Planning Organization

Bill is managing a multimodal corridor study of the nine-mile section of Route 419 between I-81 and Route 220 in Salem and Roanoke, Virginia. The study is being conducted to identify multimodal opportunities in the corridor. The study includes public outreach and coordination with a Virginia Department of Transportation sponsored traffic study in the same corridor. The study will culminate in recommendations for specific projects and will provide guidance for developing policies that better support and encourage the desired multimodal development and features in the future.

Liberty University Transportation Plan – Liberty University

Bill managed the most recent update to the University's Transportation Plan update. This effort included examining transportation system needs required for increasing enrollment 50%, from 10,000 on-campus students to 15,000 on-campus students. The study examined all modes of travel including vehicular, pedestrian, bicycling, and transit. The study identified over $10M of improvements that will be programmed over the next five years. The study process included coordination with the University's site civil consultant, University staff, the Virginia Department of Transportation and the City of Lynchburg.

NW Fluvanna/SW Louisa Multimodal Corridor Plan – Thomas Jefferson Planning District Commission

Bill served as lead traffic analyst for the development of a multimodal corridor study sponsored by the Thomas Jefferson Planning District Commission (TJPDC). The study examined alternative future growth scenarios for the two quickly developing counties east of Charlottesville, Virginia. The study included extensive public involvement and resulted in a preferred land use scenario that was endorsed by the County Board of Supervisors. Based on the suggested best practices and development guidelines, a traffic analysis was performed for the intersections and roadways of concern. Functional design sketches were provided for use by the Counties and TJPDC in identifying where new right-of-way and projects should be considered in the future.

Amelia Courthouse Village Area Pedestrian Plan – Commonwealth Regional Council

Bill managed a study of pedestrian facility conditions and planning for improved walkability within the Courthouse Village in Amelia, Virginia. This effort included working with a local steering committee to identify specific issues and areas of concern. The study summarized a complete field inventory and recommendations for improvements to the pedestrian facilities. The public was engaged throughout the study process via informational presentations and feedback sessions. The study effort included coordination with the school system regarding their needs for safer school access in the village area, which helped to prepare them for future safe routes to school grant applications. The study culminated in a graphically rich document that clearly showed the locations of potential future projects supplemented with a listing of project descriptions and estimate costs.

Safe Routes To School Pilot Project – Maryland Department of Transportation

Bill served as the technical analyst for the Maryland Department of Transportation's pilot project for safe routes to school in Silver Spring, Maryland. In this role, he assisted with the public meetings and conducted a walkability audit, relative to school access, in the surrounding community. Specific projects were identified to help create a safer walking environment for the students and parents from the adjacent neighborhoods.

Multimodal Traffic Impact Study Guidelines – City of Charlotte, North Carolina

Bill is assisting the City of Charlotte with an update to their traffic impact study guidelines. The update will be sensitive to their centers, corridors, and wedges vision plan in terms of threshold requirements and types of mitigation considered.

Intermodal Transportation Center – City of Bridgeport, Connecticut

The City of Bridgeport is in the process of replacing a downtown bus terminal with a new, more modern facility that will accommodate increased volumes of transit system patrons. The station is adjacent to a rail station and a ferry service to Long Island. The study included an analysis of bus circulation, pedestrian access, parking structure alternatives, and an assessment of the impact of increased bus traffic through the City's downtown roadway network.

Development Traffic Impact Analysis Studies in Virginia and Florida

Bill has provided traffic engineering and planning expertise to the development community. With a thorough knowledge of traffic impact study requirements, Bill serves as a liaison between the local agencies and applicants seeking approvals for proposed developments. These services are provided with an eye towards consistency with the local comprehensive growth plans, the Department of Transportation's future work program needs, and the access needs of the development community. Keeping sound access management principals in mind, access solutions are developed that preserve capacity on the mainline and provide functional access to the proposed development site uses. In Virginia, these efforts have included Chapter 527 Traffic Studies.

Northern Turnpike Signing – Florida Department of Transportation, Turnpike Enterprise

Bill was lead traffic engineer and engineer of record for a route sign replacement project for 90 miles of Florida's Turnpike between I-75 and I-4. including the section of the Beachline (formerly known as the Beeline) between I-4 and US 441. This effort included field survey, structural designs, utility coordination, sign lighting design, plans production, and construction phase services.

District Wide Miscellaneous Design – Florida Department of Transportation

Bill provided designs for turn lanes, median modifications, and road widening as part of several continuing engineering contracts for Florida Department of Transportation, Districts One, Two, Three and Five. Plans were produced using as-builts or minimal survey for quick turnaround delivery. Plans included necessary roadway, drainage, and maintenance of traffic details.

Hampton Roads Tolling Alternatives Study – Hampton Roads Planning District Commission

In an effort to identify feasible transportation funding solutions to relieve congestion in the Hampton Roads region, the Hampton Roads Planning District Commission initiated a study to examine alternative strategies for tolling major arterial facilities in the region. Bill assisted in the study by providing analysis of key roadway links for each tolling strategy developed. Each strategy resulted in a varying set of volume projections and shifts in travel origins–destinations along the key corridors. The results were mapped in GIS to show shifts in travel patterns and expected future levels of serve along each corridor within the study area.

KAREN KISELEWSKI, AICP
SENIOR PLANNER

EXPERIENCE
7 Years

EDUCATION
Master of Urban Regional Planning, Urban Planning, Florida Atlantic University

Master of Science, Computer Science, Ohio State University

Master of Science, Mathematics, Ohio State University

Bachelor of Science, Mathematics, California Institute of Technology

AFFILIATIONS
American Institute of Certified Planners, 2005, #019557

American Planning Association

WTS, Vice President South Florida Chapter

Palm Beach Planning Congress

SUMMARY

Karen is a generalist senior planner responsible for providing professional services on a variety of Renaissance transportation, land use, community visioning, and planning projects. Her project experience is in municipal issues, comprehensive planning, long range transportation planning, growth management, public participation, and special studies. Karen possesses strong analytical skills including data collection, analysis, and problem solving for complex issues and her excellent communication skills will assist in the establishment of community consensus and effective public policy.

2035 Long Range Transportation Plan – Brevard Transportation Planning Organization

Karen is the financial and policy technical lead on preparing the Transportation Planning Organization's 2035 Long Range Transportation Plan. Tasks include preparation of financial resource projections and the development of a cost constrained element. Other work includes the establishment of goals, objectives and measures for the plan.

Multimodal and Comprehensive Planning – City of Boca Raton, Florida

Karen is the technical lead on assisting the City of Boca Raton in the preparation of the Evaluation and Appraisal Report based amendments to the City's Comprehensive Plan. The City is undertaking a major modification of the Plan, with the emphasis on designating the entire City a Multimodal Transportation District (MMTD). The MMTD strategies as being documented in the Plan focus on enhancing pedestrian and bicycling opportunities within activity and village centers and improving connections between centers, including adding local transit/shuttle routes. Other revisions address statutorily requirements, such as for energy efficiency, greenhouse gas reductions, and coastal management. In addition to changes to the goals, objectives and policies, the tasks include preparation and technical assistance on updating the plan's support material (including mapping support) and additions and revisions to the City's land development code implementing the MMTD.

Evaluation and Appraisal Report – City of Kissimmee, Florida

Karen is the technical lead on preparing the assessment of the City of Kissimmee's Comprehensive Plan per Florida Statutes. The Evaluation and Appraisal Report (EAR) included existing conditions assessments of land use and development patterns, transportation, infrastructure, and other public services, as well as estimates of future needs based on population projections. As part of the public engagement process, the City selected major issues to be addressed in the EAR. These issues were researched in more detail with recommendations provided for the City to modify the comprehensive plan.

St. Cloud/Osceola County Sector Planning Study – City of St. Cloud, Florida

Karen is the technical lead on preparing a Joint Sector Plan for area within the City/County joint planning area (JPA) boundaries. This plan will include performance standards and design guidelines illustrating the application of Smart Growth principles and will include processes and protocols for the coordination of development in the unincorporated area slated for annexation in the City.

Central Broward East-West Transit – Florida Department of Transportation, District Four

Karen served as a senior planner and the public involvement coordinator assisting Florida Department of Transportation in developing and evaluating

a series of transit corridors and modes in central Broward County to determine the most effective way to accommodate future east-west travel demand. The Alternatives Analysis Study followed Federal Transit Administration guidelines and resulted in the identification of a locally preferred alternative (LPA), the most-effective corridor and transit mode to be carried forward into the preliminary engineering phase of study. Based on the alternatives analysis work, as the public involvement task leader, Karen continued to refine the LPA and defined station areas to provide east-west mobility options in a way that is feasible in terms of engineering and public acceptance, that minimizes environmental impact, and that is cost effective and ultimately, potentially eligible for federal funding. Tasks included extensive community outreach and consensus building as part of alignment and station area planning.

Transportation Enhancement Program Development – Florida Department of Transportation, District Four

Karen served as a senior planner assisting District Four to evaluate the scopes of enhancement projects to determine their feasibility, determine the production status of each project, determine a project implementation schedule, and estimate the project cost.

Local Government Technical Assistance and Metropolitan and Regional Planning Support – Florida Department of Transportation, District Four

Karen provided technical assistance to the Florida Department of Transportation, District Four during outreach and coordination with local governments regarding transportation and land planning issues. She provided similar technical assistance to the Metropolitan Planning Organizations and Regional Planning Councils within District Four.

Comprehensive Plan Review – Florida Department of Transportation, District Four

Karen supported Florida Department of Transportation, District Four on agency reviews of local government Comprehensive Plan Amendments, Evaluation and Appraisal Reports, and Development of Regional Impact applications for development approval.

Local Government Technical Assistance – Palm Beach County, Florida

Karen provided technical assistance to Palm Beach County and its municipalities in the area of transportation and land planning. She assisted in the creation of demand and congestion management toolbox ordinance and corridor master plans used to regulate development approvals on specific corridors.

Transportation Demand Management Program Study – Martin and St. Lucie Counties, Florida

Karen prepared existing conditions report on demographic trends, travel patterns, and economic development initiatives. She developed the preliminary Transportation Demand Management Program and coordinated with Martin and St. Lucie Counties on implementation.

Congress Avenue Project Development and Environment Study – Palm Beach County, Florida

Karen served as a senior planner supporting public outreach and participation for the project that studied the widening and rehabilitation of Congress Avenue from Lantana Road to 6th Avenue South in Palm Beach County.

WHIT BLANTON, AICP
VICE PRESIDENT
PRINCIPAL

EXPERIENCE
22 Years

EDUCATION
Bachelors Degree in Journalism, University of Florida

Masters Program in Urban and Regional Planning, Florida State University

AFFILIATIONS
American Institute of Certified Planners, No. 9851

Member, City of Winter Park Pedestrian and Bicycle Advisory Board, 2008-2011

American Planning Association – Legislative & Policy Committee and Transportation Subcommittee Chair, 2009 – present; Divisions Council Chair, 2006 – 2008; Transportation Planning Division Chair, 2000-2005; Newsletter Editor (1994-20001); Divisions Council Executive Committee 2004-06 and 2008 - present; Chair, APA TEA-21 Reauthorization Task Force, 2002-04; Florida Planning & Zoning Association, Past President, Central Florida Chapter, 1997-98

SUMMARY

Whit specializes in multimodal transportation planning, land use-transportation integration and strategic communications, leading many of the firm's major planning projects. His experience entails working with a diverse array of Metropolitan Planning Organizations, transit providers and local governments. He is a nationally recognized expert in transportation concurrency alternatives to support compact multimodal development, performance measurement in transportation planning and transportation funding/governance. Tapping into his journalism background, he brings the unique skill of storytelling to projects, with a focus on translating complex technical issues into understandable policy considerations for elected officials, agency staff, the media and the public. Whit is active in the leadership of the American Planning Association.

Local Government Experience

Whit's local government experience includes analysis and preparation of comprehensive plans, corridor studies, transportation mobility alternatives, redevelopment and funding/financing strategies. He has managed long-term continuing planning services engagements for several cities and counties.

Multimodal Transportation Districts, Mobility Plans and Concurrency Exceptions

Since 2001, Whit has managed successful development, adoption and implementation of multimodal transportation districts as allowed by Florida law in the cities of Destin, Tarpon Springs and Kissimmee. He has also managed similar areawide multimodal planning efforts for Boca Raton and the Gateway area of Pinellas County. He has also served as project manager for multimodal mobility plans/policies in the cities of Lakeland, Oviedo and Ocoee.

Alachua County Transportation Planning Services

For the last several years, Whit he has managed several projects for Alachua County, including the analysis to develop a future transportation corridors map as an amendment to the County's comprehensive plan. He managed the preparation of the Eastside Activity Center master plan, which set design guidelines, defined land use types based on market evaluation, and refined policies for the comprehensive plan and land development code. He also managed the analysis of a subarea transportation connectivity study, which entailed an evaluation of the network's carrying capacity for future growth and potential impacts on existing roadways.

Manatee County Transportation Planning / Development Review Services

Whit has served as project manager and principal officer for two consecutive five-year contracts. He managed a Connectivity Study for Manatee County that entailed revisions to the County's land development code to strengthen street connectivity requirements. He also managed a Carrying Capacity (aka Countywide Build-out Study) that identified the future right-of-way needs on the County's Thoroughfare Plan network associated with varying levels of development build-out. The study led to changes in County policy to promote more infill and redevelopment, and modify the way the County manages its transportation network performance and funding.

Panama City US Business 98 Heritage Corridor Study

Whit was project manager for this study in Panama City in 2005-2006, which entailed an urban design, land use and transportation master plan for a 7-mile corridor traversing four redevelopment districts.

In 2003, Whit managed the landmark Plan East Gainesville project, which was a land use, transportation and conservation plan for the predominantly minority and lower income community of East Gainesville. This was a joint project of the MPO, city, Alachua County, the FDOT and Gainesville Regional Utilities to craft a shared vision and modify local government plans to reflect a special area plan promoting economic and neighborhood revitalization.

Metropolitan Planning Organization Plans and Programs

Whit has served as project manager for general planning consultant contracts for the Pinellas, Hillsborough, Sarasota/Manatee, St. Lucie, Brevard and Volusia County Metropolitan Planning Organizations (MPOs), and has provided services to other MPOs in Florida, North Carolina, Alabama and Virginia. Of note, for the better part of the last 20 years, he has supported the Pinellas County MPO's Unified Planning Work Program, including a wide range of assignments for the MPO, its partners and on regional transportation plans. Through this period, Whit has prepared transit, bicycle/pedestrian and water taxi feasibility studies, public participation activities, Congestion Management Process studies, and Transportation Disadvantaged plans, among other tasks.

NC 54/I-40 Corridor Study

Whit is the project manager for a scenario planning study led by the Durham-Chapel Hill-Carrboro MPO to define a land use-transportation blueprint for the NC 54 corridor that links I-40 with the University of North Carolina at Chapel Hill.

In 2002, 2004 and in 2009, he led the preparation of a Regional Long Range Transportation Plan (LRTP) for the West Central Florida MPO Chairs' Coordinating Committee (CCC). This entailed significant coordination, consensus building and technical activities needed to convey regional priorities among six MPOs. His related work for the CCC includes assisting with various transit initiatives, workshop facilitation, public outreach and mapping.

Whit has directed consulting activities on six major Long Range Transportation Plans for MPOs. He has served as project manager of three of the last four Long Range Transportation Plan updates for the Gainesville Urbanized Area MTPO, which are known as the "Livable Community Reinvestment Plan" to reflect their land use-transportation integration. He is now managing his second consecutive LRTP for the Sarasota/Manatee MPO, for 2035, and previously led a Public Transportation System Analysis and regional transit coordination plan for the MPO.

Transit Planning

Whit has extensive experience conducting planning and operations analyses for public transit service. In 2007, he assisted the Tampa Bay Partnership with strategic planning and analysis leading to the creation of the Tampa Bay Area Regional Transportation Authority (TBARTA). In his role as project manager, he wrote much of the legislation covering the agency's powers and duties and governance framework based on best practices research from around the country. He managed a Public Transportation System Analysis for the Sarasota/Manatee MPO and Polk TPO, and directed follow-up studies to address forming a Regional Transit Authority and evaluating service enhancements to the US 41 corridor in the Sarasota/Manatee region. He served as principal planner for the Pinellas Suncoast Transit Authority's last Comprehensive Operations Analysis, which resulted in a major restructuring of the system. He is currently serving as principal officer for Tallahassee StarMetro's decentralization plan for transit operations, known as Nova2010. In addition, through his MPO General Planning Consultant work, he has

managed five Transit Development Plans, three Transportation Disadvantaged Service Plans, three transit market research studies, and preparation of transit-friendly design guidelines.

Bicycle and Pedestrian Planning

Beginning with his work as lead planner develop an adult school crossing guard training program for Brevard County, Whit has been maintained a professional focus on bicycle and pedestrian planning. He managed a the first countywide bicycle and pedestrian master plan for the Tallahassee-Leon County MPO, and also managed the Westshore Pedestrian Master Plan and the Countywide Pedestrian Plan, both for the Hillsborough County MPO. He also served as project manager of a Countywide Bicycle and Pedestrian Plan for the Pinellas County MPO. He managed the Pinellas Trail Community Impact Study, which examined property value changes and crime data associated with the 48-mile trail. He served as project manager for a bicycle and pedestrian concept plan linking various parks and activity areas in Pinellas and Hillsborough Counties to the Friendship Trail Bridge, and led bicycle and pedestrian planning activities and a charrette for the Downtown-Bayfront Connectivity Study in the City of Sarasota.

Training Courses

For the Federal Highway Administration, Whit developed and served as lead instructor for a Census Transportation Planning Package Applications workshop in more than 30 locations nationwide from 1994 to 1996. He conducted courses for MPO, state and local planning staff through the National Highway Institute. In addition, he developed and taught an overview course for planning commissioners on traffic impact analysis through the Florida Planning & Zoning Association (FPZA). He has provided training on multimodal transportation planning and performance measures in transportation planning through the American Planning Association (APA).

Public Involvement

Whit specializes in public involvement for transportation and land use planning. He is very comfortable working with citizens and elected officials, particularly in working with diverse interests to tell a meaningful story and establish an action plan for complex projects. He has developed and led public involvement plans for projects that include strategic visioning and broad-based community outreach, as well as intensive charrettes. He has served as a trained facilitator to state agencies, such as the Florida Department of Transportation and Department of Community Affairs.

Selected Publications and Presentations

"Performance Measures in Transportation Planning," American Planning Association Web Seminar, January 2010.

"Multimodal Transportation Concurrency – Is It a Lasting Legacy or a Flash of Green at Sunset?," *Florida Planning*, April 2009.

"Visualization in Planning," North Carolina Association of MPOs Annual Meeting, Greensboro, NC, October 2007.

Faculty Expert, National Governors Association Policy Academy on Integrating Land Use and Transportation, 2002.

"Lessons from Florida – Assessing the Effectiveness of Transportation Concurrency." Puget Sound Regional Council, Seattle, WA. November 2002.

"On the Airfront," *Planning* Magazine. American Planning Association, May 2004.

"Integrating Land Use and Transportation Planning at Three Scales," Kansas DOT – MPO Annual Meeting, St. Joseph, MO, June 2004.

"Integrating Land Use and Transportation," Association of Metropolitan Planning Organizations (AMPO) Annual Meeting, Wilmington, DE, 1999. Article of the same name published in the Fall 2000 edition of the Planning Commissioners' Journal.

"Environmental Provisions of FAA Reauthorization – the Case for the Airfront," Session 256; Transportation Research Board Annual Meeting, Washington, D.C., 2004.

BRAD SHEFFIELD, AICP
PROJECT MANAGER

EXPERIENCE
10 Years

EDUCATION
University of Virginia,
School of Architecture

Master of Urban and Environmental Planning

Bachelor of Urban and Environmental Planning

AFFILIATIONS
American Institute of Certified Planners, No. 022806

American Planning Association

American Public Transportation Association

Community Transportation Association of America

SUMMARY

Brad Sheffield serves as a Project Manager with Renaissance. He bases his professional practice and approach to projects on the understanding that transportation and land use connections create livable communities (rural and urban). With that perspective, Brad focuses his career around the various aspects of transit development supporting sustainable growth and community connectivity. He has served in private and public professional planning positions involved with regional planning, urban design, applied planning technologies, transit development, financial management, and project coordination. His experience ranges from regional/rural transit program development and coordination to urban transit service design and supportive land use development.

TRANSPORTATION PROJECTS

Nova 2010 Route Decentralization – StarMetro

StarMetro's Nova 2010 project is a decentralization of existing transit routes to match new growth patterns. Renaissance reviewed transit performance from three perspectives—financial, operational, and customer. The analysis demonstrates the potential of decentralizing transit routes, providing more direct services, and reducing travel times between major transit generators. Brad led the project development through coordination with other planning initiatives, analysis of data from various sources, strategy development, and plan development. The resulting decentralization plan provides StarMetro with strategies for implementation, capital infrastructure allocation, financial performance, marketing, and facility development.

Transit Passenger Origin and Destination Survey – StarMetro

In 2009, Renaissance conducted an origin and destination survey for StarMetro. Brad led the survey effort by constructing the survey methodology, defining the sampling plan, and conducting cross analysis using related information. The survey consisted of gathering data from two transit markets—existing and potential transit users. Renaissance collected potential ridership data from a wide variety of sources including two major universities; a large community college; city, county and state offices; and several major employers. On-board surveys provided origin and destination information about transit current users. The information gathered provides a valuable understanding of where individuals reside, common destinations, and residents with a high propensity to ride transit to assist in the projection of current and future ridership.

Transit Payment-in-Lieu Policy – Town of Chapel Hill, North Carolina

To better facilitate transit infrastructure funds received from developers, the State of North Carolina authorized the Town of Chapel Hill to offer a transit-in-lieu option to developers. This allows the developer to pay toward transit projects in-lieu of traditional traffic improvements. Renaissance assisted Chapel Hill to develop the Payment-in-Lieu Policy that outlines how the fee is calculated and applied as well as how the funds will be used. Brad led the policy development and conducted an analysis to estimate transit ridership impacts. The transit trip estimation model, based on land use dynamics, not socio-economic information, and allows Chapel Hill to assess the ridership impact of new land use development.

Tallahassee Transit Renaissance – City of Tallahassee, Florida

The Tallahassee Transit Renaissance is the pinnacle of the City of Tallahassee's vision for its transit future. In the past, the transit system

provided only core transit services to the community. The Renaissance Plan identified critical projects and programs offering regional connectivity and improved transit amenities and service. It provided a program of projects to balance the need for transit with the political and financial issues that exist between the various local governments and reshapes how the political leaders and residents view the transit system. Brad developed the plan and coordinated the implementation of the plan recommendations. The final plan gained significant support and dedicated funding from the City of Tallahassee.

Tallahassee Dedicated Transit Way Study – City of Tallahassee, Florida

Brad led the development of the Tallahassee Dedicated Transit Way Study, examining growth along several corridors and potential types of dedicated transit services. The goal of the study was to provide local political leaders and stakeholders with an implementation strategy for a dedicated transit way in Tallahassee.

Tallahassee Regional Transit Authority Whitepaper – City of Tallahassee, Florida

Brad developed a white paper for the City of Tallahassee to assist with exploring the formation of a regional transit authority that would provide new opportunities for funding and expanding services beyond the City limits. The white paper identified aspects to consider during the regional transit authority development process including governance, finances, service, mode types, structure, and comprehensive planning integration.

Florida State University Campus Transit Service Plan – City of Tallahassee, Florida

The redesign of Florida State University's (FSU) campus route service is a highlight of the various route design projects Brad has developed throughout his career. FSU transit oriented services are unique in that they focus on serving the students, faculty and campus visitors. To encourage more ridership in a very automobile oriented campus, Brad led the analysis of student residential data in GIS to identify a service design to capture potential ridership. A student focused trip-generation model was created to analyze land use locations with the highest potential ridership. The result was a new route design using existing resources (11 buses already serving the campus), extending service to dense student-housing pockets and then circling the campus. This approach successfully increased student usage of the transit system (by 35% within the first week) and noticeably reduced traffic levels around the campus.

StarMetro Express Service Plan – City of Tallahassee, Florida

As the Tallahassee region began to embrace a new transit vision serving a greater market, new commuter services were necessary. Brad led the development of the first express bus service for StarMetro. He used existing travel pattern data cross-referenced with activity center demands to generate several commuter route scenarios. The resulting information allowed local leaders to prioritize several long-term projects. In the near term, a new commuter route extended outside of the city limits demonstrated the expected demand for transit service and provided an alternative to high gas prices. The new service's design maximizes existing land uses that can serve as ad hoc park-n-ride locations. With the right mix of planning, community support and route design, the new service continues to exceed initial and on-going ridership projections.

Rider Survey and Marketing Program Evaluation – Space Coast Area Transit

In a continued effort to identify future transit system growth needs, the Space Coast Area Transit system conducts rider surveys. Brad managed the 2008 rider survey that involved sampling various routes, times of day, and days of the week. The survey's approach maximized the return of the rider sampling and accurately assessed the impact of various transportation dynamics including the rising cost of fuel and mobility options. The information gathered was cross-referenced with factors such as ridership levels, time of day, specific routes, and travel behavior. This survey approach had an 80% response return and provided invaluable information for implementing transit projects.

2005 Transit Development Plan – StarMetro

Brad managed the development of the 2005 Tallahassee Transit Development Plan that outlined the next five years of transit improvement projects. The plan analyzed service delivery and performance measures. It also provided feedback and direction for new initiatives and projects to enhance transit services in the Tallahassee area.

Transit Development Plan – Space Coast Area Transit

Brad worked with planning staff to develop the 2008 Space Coast Area Transit (SCAT) Development Plan. The plan examined transit demand over a ten-year period and outlines near and long-term transit improvement projects to meet the expected demands. A transit ridership estimation tool, Transit Boardings and Estimation Simulation Tool, was used to estimate future ridership based on current trends and potential route changes. The final plan provides SCAT with a strategy to manage future transit service growth and new ways to meet potential ridership demands.

Comprehensive Plan Transportation Element and Pathways Plan – City of Lakeland, Florida

As part of a Comprehensive Plan update, The City of Lakeland examined the connectivity between it various parks and recreation venues. Brad led the development of the connectivity plans that examined potential projects to enhance the connections between parks and residential neighborhoods. The plan provided a list of detailed projects ranging from minor signage improvements to major street crossings. As funding becomes available, Lakeland will be able to prioritize its connectivity.

Southwest Georgia Bicycle and Pedestrian Plan – Georgia Department of Transportation

The Georgia Department of Transportation coordinated the development of various regional Bicycle and Pedestrian Plans. Brad led the development of the Southwest Georgia plan through numerous local public meetings to gather community input and used GIS data to analyze resources and identify infrastructure inventory. Several existing local plans were reviewed and included in the regional plan, creating consistency throughout the region with a larger regional bicycle and pedestrian vision.

JENNIFER Z. CARVER, AICP
SR. TRANSPORTATION PLANNER/DEPUTY PROJECT MANAGER

EXPERIENCE
14 Years

EDUCATION
Master of Regional Planning, University of North Carolina at Chapel Hill

B.S. in Political Science and Spanish, Santa Clara University, Santa Clara, CA

Coursework in Physical and Historical Geology, Oceanography and Biology, Northern Virginia Community College, Alexandria, Virginia

Affiliations

American Institute of Certified Planners, No. 100483

American Planning Association, Florida Chapter

Association of Pedestrian and Bicycle Professionals

Big Bend Florida Chapter Institute of Transportation Engineers

League Cycling Instructor #1271, League of American Bicyclists

Regional Trainer, Florida Traffic and Bicycle Safety Education Program

SUMMARY

Jennifer Z. Carver, AICP is a Senior Planner/Project Manager with Renaissance and has extensive experience in planning, including metropolitan transportation planning, bicycle and pedestrian planning, and transportation demand management. She is a League Cycling Instructor through the League of American Bicyclists and has conducted numerous training workshops on bicycling and bicycle safety. As the bicycle and pedestrian planner for the Tallahassee-Leon County Metropolitan Planning Organization, she oversaw completion of the first countywide Bicycle and Pedestrian Master Plan. In addition to her local and regional planning experience, she has also served in several positions with the Florida Department of Community Affairs, working with local governments to provide technical assistance on growth management, hazard mitigation, energy efficiency, waterfront revitalization and community visioning.

Transportation Demand Management Planning – Commuter Services of North Florida/Florida Department of Transportation, District Three

Under contract to the Florida Department of Transportation, Jennifer coordinated transportation planning efforts to promote uses of commute options and development of multimodal transportation systems in the eight-county region around Tallahassee. Her efforts included chairing the bicycle and pedestrian technical subcommittee for the Tallahassee-Leon County Metropolitan Planning Organization's Regional Mobility Plan, education and survey development for employers regarding employee commuting practices, and smart cycling training for bicycle commuters. Jennifer worked with the Florida State University Bicycle and Pedestrian Committee to install bicycle parking in key locations around the university and to modify facilities design standards to increase the quality of bicycle infrastructure on campus.

Bicycle and Pedestrian Program – Tallahassee-Leon County Metropolitan Planning Organization

Jennifer served as the Metropolitan Planning Organization's bicycle and pedestrian program planner, developing the first countywide bicycle and pedestrian master plan during her tenure. Jennifer created a comprehensive bicycle and pedestrian program that covered the four E's (engineering, education, encouragement and enforcement). She coordinated with various city and county departments, including public works, planning, the transit system, administration, law enforcement agencies, and schools. As part of the bicycle and pedestrian master plan process, Jennifer coordinated an extensive public involvement program that involved stakeholders, technical staff, school advisory councils, and citizens in the identification of priorities and bicycle and pedestrian needs.

Statewide Bicycle and Pedestrian Planning

Jennifer has served on several statewide committees addressing bicycle and pedestrian needs in the State of Florida. These committees include Safe Ways to School: The Role in Multimodal Planning, Conserve by Bicycle and Pedestrian Program Study, Phases I and II, Statewide Bicycle Pedestrian Strategic Safety Plan, and Vulnerable Road Users Group for the Florida Strategic Highway Safety Plan. Jennifer's experience in state and local government provide key insight into these programs.

Instruction in Transportation Planning, Environmental Planning and Smart Cycling – Florida State University

Jennifer serves as an adjunct professor in the Department of Urban and Regional Planning at Florida State University. In this capacity, she has taught

undergraduate courses in growth management/environmental planning and transportation planning. In both courses, she has focused the curriculum on sustainability, multimodal transportation, and public participation, seeking to instill in her students an appreciation for quality of life and provision of transportation choices.

Waterfronts Florida Partnership Program – Florida Department of Community Affairs

Jennifer coordinated the Waterfronts Florida Program, assisting Florida's coastal communities with waterfront revitalization and working waterfront preservation, focused on hazard mitigation, public access, environmental/ cultural resource protection and economic retention/development. Jennifer worked closely with Florida Fish and Wildlife Conservation Commission, Florida Coastal Management Program and National Oceanic and Atmospheric Administration to provide tools for working waterfront preservation. She provided training and technical assistance resources to community staff and citizen leaders on development of local revitalization efforts and community visioning. Jennifer presented program successes at various meetings and conferences and oversaw development of a guidebook for waterfront revitalization.

Local Mitigation Strategy Program Development – Florida Department of Community Affairs

Jennifer provided technical assistance to communities in development of countywide hazard mitigation strategies. She developed training courses and presentations to help communities prevent losses from disasters, managed funding contracts, and participated in inter-divisional working group to integrate state emergency management, growth management and community development programs. Florida's Local Mitigation Strategy Program was the model for the federal hazard mitigation planning requirement that requires communities to adopt hazard mitigation plans before receiving federal funding for mitigation efforts.

Rebuild America Energy Efficiency Program – Florida Department of Community Affairs

Jennifer served as the statewide lead for this U.S. Department of Energy program that provided technical assistance to develop community partnerships for energy efficient buildings in Florida. She oversaw consultant contracts and developed workshops to educate communities on ways to revitalize their communities through energy efficiency and sustainability.

Comprehensive Planning and Development Review – Florida Department of Community Affairs

Jennifer reviewed and evaluated local government comprehensive plan amendments, evaluation and appraisal reports, and developments of regional impact for local governments around the State. She provided technical assistance to local governments in revision of comprehensive plans and development of hazard mitigation plans. Jennifer also coordinated reviews with other state and regional agencies.

DAVID J. STAMM, AICP
PROJECT MANAGER

EXPERIENCE
13 Years

EDUCATION
Master of Planning, Planning and Land Use, Humphrey Institute of Public Affairs, University of Minnesota

Bachelor of Arts, Economics and Urban Studies, Trinity University

AFFILIATIONS
American Institute of Certified Planners, No. 015748

American Planning Association

Center for Transit-Oriented Development

Florida Redevelopment Association

Urban Land Institute

SUMMARY

David is a project manager with Renaissance Planning Group and serves on a variety of planning assignments, with a special focus on the integration of market analysis, real estate economics, finance, and development strategy with traditional land use and transportation planning assignments. He also has experience in the analysis, planning, and implementation of downtown and transit-oriented developments. David's experience encompasses multiple disciplines, including market analysis, redevelopment planning, financial feasibility analysis, and development management. He has worked both as a consultant/advisor to public and private sector clients, and as a developer of residential and mixed-use projects.

Transit-Oriented Development and Downtown Redevelopment

David has extensive experience in the analysis, planning, and implementation of development in transit-oriented and downtown locations as both a planner and a developer. He led or participated in the concept planning of both site-specific and area-wide studies in the Illinois communities of Antioch, Bartlett, Batavia, Downers Grove, Homewood, Lake Bluff, Morton Grove, Lake Zurich, Libertyville, Moline, Park Ridge, and Winfield. David utilizes a multi-disciplinary approach to development planning, incorporating demographic and economic analysis to create a realistic program of uses in close collaboration with project designers.

Market Analysis and Development Programming

Every plan must first have a program of uses and quantities, and David specializes in market analysis to support complex and innovative planning initiatives. He has prepared studies for individual sites, downtown districts, subareas, corridors, and entire municipalities. Studies have addressed multiple uses, including residential, retail, office, and industrial, with projects often featuring a mix of uses. Clients have included municipalities, transit agencies, religious institutions, corporations, and private landowners and developers throughout the Midwest.

Public-Private Partnerships and Public Financing

David is experienced in the planning and implementation of public-private partnerships for redevelopment, including evaluating requests for public assistance from developers. He has prepared redevelopment plans and eligibility studies necessary for establishing tax increment financing (TIF) districts, and advised municipalities on the use of TIF funds. David also has analyzed the use of other public financing tools for development, such as business improvement districts and special service areas.

Development Experience

Working as the development manager for a Chicago-area firm, David was responsible for investigating potential new project sites, interacting with municipalities and landowners, and generating development opportunities that fit with firm's mission of reclaiming sites and revitalizing neighborhoods through public-private partnerships. He participated in the obtaining of entitlements, preparing development proposals, evaluating market conditions, programming and financing projects, directing architects and other consultants, analyzing proformas, and other project management functions.

PROJECT EXPERIENCE

Transit Oriented Design + Intermodal Plan – Rock Island County Metropolitan Mass Transit District (MetroLINK)

The Quad Cities region of Illinois and Iowa is pursuing the establishment of Amtrak passenger rail service to the area from Chicago. David led a multidisciplinary team in preparing a conceptual plan for a new Amtrak Station in downtown Moline, Illinois that integrates an adjacent bus facility, other transportation modes, and surrounding redevelopment opportunity sites. A transit oriented development (TOD) plan for the key five-minute walk radius surrounding the station identified target markets for TOD and provided a block-by-block capacity analysis.

Downtown Master Plan Update – City of Omaha, Nebraska

Working as part of a planning team, David provided demographic and real estate analysis that identified and defined future development opportunities in the 2.2 square-mile study area over short and long-term timeframes. This included collaboration with planners and designers during a weeklong charrette process. David also prepared a matrix of implementation strategies linked to the specific districts, projects, and programs recommended in the plan.

Redevelopment Concept Plan & Developer Recruitment – City of Park Ridge, Illinois

Through relocation of a municipal water reservoir and adjacent property acquisition, the City of Park Ridge assembled over five-acres of property in its uptown central business district. The property is bounded by major arterial routes and located one block from a commuter rail station and historic "main street" shopping. The City wished to prepare an illustrative concept plan for the site based on the community's goals and recruit a developer to implement the project through a public-private partnership. David served as project manager for the assignment, which included market analysis, financial feasibility analysis, and preparation of a request for developer qualifications and proposals. A detailed financial model estimating revenues from tax increment financing and other sources was prepared to ensure the City's financial position was secure. The developer has since completed a $120 million mixed-use project containing retail space, residential condominiums, townhouses, and a multi-level underground parking garage.

Strategic Residential Market Study – Village of Wheeling, Illinois

The Village of Wheeling engaged a consultant to evaluate the current and future dynamics of the market for higher density residential in the community. The Village has an active tax increment financing (TIF) program and was seeking a strategic perspective on short and mid-term market conditions to guide allocation of its TIF resources. David prepared the analysis, which evaluated historic, current, and future trends in demand and supply in the local market area to provide guidance for addressing development opportunities in the higher density residential sector. The study also provided strategic recommendations for addressing key development sites and proposed projects.

RiverEdge Park Financing Plan – City of Aurora, Illinois

David worked as part of the Aurora River Edge Park Collaborative to develop a master plan for a proposed riverfront park on the north end of Downtown Aurora. His role focused on the creation of a financial plan for development of the park. The plan identified potential public and private sources of funds, including federal and state grants and private sponsorship

opportunities. In addition, the plan explored the potential of tax increment financing to leverage future increases in property values surrounding the park to finance improvements. The possibility of using sale-leaseback financing for some facilities was also explored, as well as the potential for using a special service area to recapture some of the increased property values in the neighborhoods surrounding the park that would be generated by the park's development.

Traditional Neighborhood Development Plan – City of Davenport, Iowa

As part of a planning team, David was the project manager for the market study element of a revised land use plan for a 630-acre study area, and a more detailed development plan for a 220-acre site owned by the City within the larger study area. The City acquired the site with the intent of fostering the development of a golf course and adjacent housing. Public input obtained through a listening workshop, design charrette, and citizen survey demonstrated that the primary goal should be a high quality neighborhood with open space and recreational amenities that can serve as a model for development elsewhere in Davenport. The consultant team determined a more traditional neighborhood style that encourages walking, contains a mix of uses and housing types, and addresses environmental and open space issues would be the most effective in achieving the community's goals.

Market Potential for a "Town Center" Development – Private Client

Consulting for a private developer, David prepared an analysis of the potential for a mixed-use "town center" development on a vacant site in Hawthorn Woods, Illinois. The site is located next to a proposed new commuter train line (and is a potential station site), within an affluent low-density residential community with a limited commercial tax base. The analysis determined that the low population density of the surrounding area required that the development be a destination for shoppers—drive-by traffic would be insufficient. An upscale shopping experience was planned to take advantage of the high income levels in Hawthorn Woods and nearby communities.

Market Analysis and Development Strategy – Diocese of Gary, Indiana

David was prepared a market study and recommended development program for a 270-acre parcel in the southern part of Merrillville, Indiana owned by the Diocese of Gary. The study revealed that demand was growing in higher income segments than were traditionally attracted to Merrillville. It was determined that a traditional neighborhood design that incorporated mixed uses, open space amenities, and a walkable site layout would best position the site to attract a higher income market niche and differentiate it from the typical product offered in the area.

SELECT HONORS AND AWARDS

Urban Land Institute-Chicago, Community Vision Award, Bartlett Town Center Redevelopment Project, 2008

American Planning Association-Illinois Chapter, Gold Award for a Program, Project, or Tool, Uptown Park Ridge Redevelopment Project, 2008

Congress for the New Urbanism-Illinois Chapter, Charter Award, Uptown Park Ridge Redevelopment Project, 2008

Illinois Chamber of Commerce and Illinois Development Council, "Edie" Award for Economic Development, Uptown Park Ridge Redevelopment Project, 2009

KEVIN W. FISCHER, AICP
URBAN PLANNER

EXPERIENCE
4 Years

EDUCATION
Master of Science, Urban Planning, Land and Community Development, Georgia Institute of Technology

Bachelor of Science, Business Administration, University of Florida

AFFILIATIONS
American Institute of Certified Planners, No. 023004

American Planning Association

Florida Planning and Zoning Association

SUMMARY

Kevin Fischer serves as a project planner with Renaissance. His professional planning experience includes urban redevelopment projects, community master planning, local government comprehensive planning, transportation impact analyses, developments of regional impact, and public involvement. Kevin has had the opportunity to work on a wide variety of planning projects, both for public and private sector clients. A sample of Kevin's relevant project experience is provided below.

Transportation Impact Analysis Reviews – Florida Department of Transportation, District Five

Worked with the Florida Department of Transportation District Five staff and reviewed impact analyses for comprehensive plan amendments and developments of regional impacts. These analyses led to the development of recommendations, provided to the Florida Department of Community Affairs to determine compliance with growth management requirements. Kevin also reviewed local government's annual capital improvement plan updates, evaluation and appraisal reports, and adoption of the public school facility elements to the comprehensive plan.

Railyards Urban Redevelopment Project – Thomas Enterprises

Kevin served as the task coordinator for the Railyards Project, a 240-acre urban infill project in downtown Sacramento. Major tasks for this project included coordinating with all sub-consultants to maintain milestone dates, coordination with the client, City staff and relevant agencies, determination of needed permits for each project phase, and determining infrastructure improvement costs associated with each project phase.

Evaluation and Appraisal Report – City of Sanford, Florida; City of Winter Garden, Florida; Hardee County, Florida

Kevin served as task manager and project planner on multiple Evaluation and Appraisal Reports throughout Florida. Tasks included evaluating the communities identified major issues and assessing strategies to achieve desired goals. Substantial data collection was a part of the process to accurately assess existing conditions and identify trends and demographic shifts. Changes to growth management statutes since the previous comprehensive plan adoption were identified, and needed modifications to the comprehensive plan were provided to maintain compliance.

Comprehensive Plan Evaluation and Appraisal Report-Based Amendments – City of Sanford, Florida

Kevin served as task manager and project planner on the update of the City of Sanford Comprehensive Plan, based on the adopted Evaluation and Appraisal Report (EAR). Major tasks included addressing all requirements of Chapter 163, Florida Statutes, effectively incorporating recommendations of the EAR into the Comprehensive Plan, updating the map series to reflect changes to land uses and transportation corridors utilizing GIS software, and updating milestone dates throughout each Comprehensive Plan Element.

Infrastructure Funding Identification – Various School Districts in Florida

Coordinated with numerous state and federal agencies and school boards to identify grants available for infrastructure projects and green technology implementation. Tasks included discussions with coordinators of funds, identifying applicable projects, researching prior successful applications and developing applications on behalf of school boards to obtain infrastructure funding.

Trails Master Plan – DeSoto County, Florida

Kevin was the project planner on a Trails Master Plan for DeSoto County, Florida to connect existing infrastructure and provide recommendations for additional trails, sidewalks and bike paths. Various factors were used to determine priority locations, including sidewalk accessibility, proximity to existing neighborhoods, and proximity to schools and park facilities.

Capital Improvement Plan Annual Update – Okeechobee County, Florida

Per Florida growth management regulations, local governments are required to annually update and adopt a five-year capital improvement plan, and associated analysis. Kevin served as a task manager for the update of the Okeechobee County capital improvement plan. Responsibilities included identifying revenue sources and expenditures, capital improvement projects needed to maintain adopted level of service standards, identification of any level of service deficiencies for roadways, park and open space, water and wastewater, solid waste, and public school facilities.

North Port Gardens Development of Regional Impact – City of North Port, Florida

The City of North Port in Sarasota County experienced tremendous growth over the last decade. Most of the growth was in the form of residential development, and this led to a need for non-residential uses including commercial and office space. Kevin served as a project planner on this Development of Regional Impact that includes plans for 2,000,000 square feet of commercial space, 150,000 square feet of office space, 500 residential units, and 450 hotel rooms on 513 acres. The project is designed using town center principles to incorporate a mixture of uses and preserve environmentally significant features of the site.

Medical Boulevard – City of Englewood, Florida

Kevin served as task manager for this new urbanism project located between an existing medical center and YMCA. The project incorporates a mixture of housing types, assisted living facility units, retail/office space and public parks. Prior to project planning, Kevin was involved with three community charettes to seek community input, including from residents, not-for-profits, and local business leaders.

STEPHANIE STRIEFEL, AICP
SENIOR PLANNER

EXPERIENCE
5 Years

EDUCATION
Master of Science, Urban and Regional Planning, Florida State University

Bachelor of Arts, Environmental Studies, Florida State University

AFFILIATIONS
American Institute of Certified Planners, No. 21977

Florida Chapter, American Planning Association

Florida Bicycle Association, Board Secretary

SUMMARY

Stephanie serves as a senior planner with Renaissance. Her experience as a planning professional includes local government comprehensive planning, bicycle and pedestrian planning, and water resources planning. She has served project managers as lead technical support and helped develop policies and strategies in support of growth management initiatives and smart growth concepts. She is knowledgeable about current planning practice; the important connections between land use planning and environmental, infrastructure, and transportation planning; and the empowerment of the public in those processes.

Evaluation and Appraisal Report-Based Comprehensive Plan Amendments – City of Kissimmee, Florida

Stephanie served as senior planner responsible for incorporating the City's Evaluation and Appraisal Report policy recommendations, and objectives and policies needed to comply with new State laws regarding mobility planning and energy efficiency. She also provided accompanying data and analyses to support the City's plan amendments and overall community vision.

Transportation Concurrency Exception Area Mobility Study – City of Oviedo, Florida

Renaissance worked with the City of Oviedo to develop a Transportation Concurrency Exception Area (TCEA) prior to the State's adoption of mandatory TCEAs and required mobility planning in dense urban land areas. Stephanie provided policy language necessary to meet the new legislative requirements, and to assist the City with its goals of redevelopment and achieving a more connected multimodal transportation system.

Florida Local Government Comprehensive Plan Evaluation and Appraisal Reports

As an assistant project manager, Stephanie collaborated with various Florida clients including City of Altamonte Springs, City of Port Orange, Hardee County, City of Sanford, and City of Belle Glade to develop the Evaluation and Appraisal Report (EAR) of their respective Comprehensive Plans. The EARs measured progress against adopted goals, objectives, and policies, as required by Chapter 163 of the Florida Statutes.

Multimodal Transportation District – City of Boca Raton, Florida

Renaissance worked with the City of Boca Raton to develop a Multimodal Transportation District (MMTD) to address their congested and constrained transportation system. Stephanie assisted with the incorporation of MMTD related policies for enhanced pedestrian, bicycle, and transit systems connectivity and urban design, and other Evaluation and Appraisal Report-based amendments and statutory requirements throughout the Plan, with associated data and analyses.

Transportation Element, Evaluation and Appraisal Report-Based Amendments – City of Bradenton, Florida

As project planner, Stephanie transformed the City's Transportation Element Data and Analysis Report into a document that recognized the need for multimodal solutions to their future transportation network, and which met the requirements of Rule 9J-5, Florida Administrative Code (FAC). She also revised the City's proposed Goals, Objectives and Policies based on the revised data and analysis, and for compliance with Rule 9J-5, FAC.

Long Range Transportation Plan – Metropolitan Transportation Planning Organization for Gainesville Urbanized Area

As a component of the Metropolitan Transportation Planning Organization for Gainesville Urbanized (MTPO) Long Range Transportation Plan Update, Stephanie prepared draft estimates for funds available to support implementation of the Year 2035 Cost Feasible Plan. Stephanie identified and projected revenues available to the MTPO through the 2035 planning period, using federal, state, and local sources. Projections were based on historical trends and future assumptions, and were calculated in year of expenditure dollars.

Statewide Bicycle/Pedestrian Coordination and Training – Florida Department of Transportation, Safety Office

Stephanie served as Assistant Project Manager and provided research, analyses, and recommendations as part of the preparation of the Draft Statewide Bicycle Pedestrian Strategic Safety Plan. The intent of the document was to set policy for programming infrastructure and program spending. Stephanie co-wrote *Best Practices in Bicycle and Pedestrian Planning: A Guide for Plan Preparation,* as a basis for establishing statewide policy for bicycle/pedestrian planning. She also staffed the ad hoc Statewide Bicycle and Pedestrian Advisory Committee, including planning logistics for meetings, and satisfying public notice and public record requirements. She also coordinated and managed ten Livable Communities workshops attended by over 850 professionals.

Bicycle and Pedestrian Systems Analysis – St. Lucie Transportation Planning Organization

For the St. Lucie Transportation Planning Organization, identified existing bicycle and pedestrian facilities within the St. Lucie Urban Area, including the creation of GIS maps for bicycle and pedestrian facilities. Other duties as project planner included an analysis of bicycle and pedestrian activity within St. Lucie County, using U.S. Census and National Household Travel Survey data.

Typical Roadway Section and Zoned Right-of-Way Update Study – Metropolitan Planning Organization for the Miami Urbanized Area

Used field identification of roadway characteristics to modify and enhance a GIS database of rights-of-way characteristics within Miami-Dade County as a project planner. The analysis also included creation of GIS maps illustrating right-of-way widths within unincorporated Miami-Dade County, and the assignment of new roadway types based on right-of-way characteristics.

PUBLICATIONS AND PRESENTATIONS

Florida Planning: *Florida's Ciclovias and the Potential Transformation of the Right-of-Way*, April 2009.

Guest Lecturer; *Water Supply Planning*. Capital Facilities Planning (URP 4730). Florida Atlantic University. March 2010.

KRISTIN NELSON, ASLA
URBAN DESIGNER

EXPERIENCE
5 years

EDUCATION
Master of Landscape Architecture, University of Virginia

Bachelor of Arts in Geology and Physical Sciences, Colgate University: magna cum laud

SUMMARY

Kristin brings an analytical approach to urban design and is interested in the multi-disciplinary approach to urban issues. She has extensive graphic artistry skills and a mastery of advanced rendering software packages. Kristin has the critically important skill set that enables the planning team to convey complex concepts and messages in an easily understandable graphical format.

ARCHITECTURE AND URBAN DESIGN

Complete Streets for an Aging America Research Report and Design Handbook – AARP

AARP's Public Policy Institute (PPI) hopes to increase the prominence of older user needs in road planning and design. Working with AARP's Public Policy Institute (PPI), Renaissance examined the design guidelines for older drivers and pedestrians recommended by the Federal Highway Administration through the lens of designing for complete streets. Kristin worked closely with a variety of engineers and roadway planners to create visual examples of roadway design solutions aimed at improving older driver and pedestrian safety. Additionally, she provided numerous illustrations of complete streets for a variety of roadway types and land use contexts.

Comprehensive Plan Update – Town of Ashland, Virginia

In support of the Town's Comprehensive Plan Update, Renaissance is undertaking a scenario planning process that allows the community to, in essence, write its own story – past, present, and future. Kristin is leading the urban design portion of the Plan Update, which entails developing an existing character inventory of eight focus areas, diagrams that identify key issues, opportunities and preferred future design elements, and "enhanced" place type diagrams that illustrate the desired future design characteristics for each neighborhood. Finally, accompanying these diagrams, Kristin will help develop possible strategies to consider as development and planning initiatives move forward.

Broad Street Bus Rapid Transit – Virginia Department of Rail & Public Transportation

The Virginia Department of Rail and Public Transportation is conducting a detailed study of transit investment along a seven-mile long corridor that spans the City of Richmond and portions of Henrico County. As part of this study, Kristin is helping to assess the redevelopment potential for areas surrounding proposed transit station locations. Each station area will be evaluated for its economic development potential, access to other modes, and potential impacts to traffic and transit operations, including potential right-of-way impacts. Kristin will take the lead to develop a series of station area prototypes and demonstration plans that illustrate the application of these prototypes in a range of site-specific contexts, together with options for coordinating multi-modal activity. The plans will be illustrated and animated in 3-D.

On-Call Services – City of Charlottesville, Virginia

The City of Charlottesville requested assistance in developing concepts and recommendations to address concerns relative to vehicular and pedestrian traffic in the Belmont neighborhood. Kristin graphically developed a menu of optional improvement strategies for the neighborhood meeting. These graphics specifically identified opportunities and strategies for improving

traffic and pedestrian circulation and parking and were later refined as preferred concepts.

Comprehensive Plan Update – Chesterfield County, Virginia

As part of Chesterfield County's Comprehensive Plan Revision, Kristin is developing place type prototypes to represent potential future development among a range of contexts within the County.

Richmond Road Corridor Study – Central Shenandoah Planning District Commission

Renaissance worked with the City of Staunton and Augusta County to develop context sensitive multi-modal transportation improvements and land use and urban design strategies that will improve the functionality, safety and performance of the corridor and that support local goals for economic and community development. Kristin led the urban design portion of this project by defining existing and future "context zones". Working with the City, County and community, Kristin provided a set of design improvements and strategies to support this future vision as development occurs.

Edison Smart Growth Initiative – New Jersey Department of Transportation

The Edison Smart Growth Planning Initiative was a scenario planning process supporting integrated land use, transportation planning and urban design within a redevelopment framework. Kristin supported the development of Community Form Guidelines by developing a series of illustrative demonstration plans, axonometric drawings, sections, and photomontages of two redevelopment sites along the Route 27 corridor and one site on the Route 1 corridor. She also developed a series of existing and future analysis diagrams that formed the basis of the community design framework.

Architectural Guidelines & Pattern Book – City of Oldsmar, Florida

Renaissance worked with the City of Oldsmar to enumerate land development regulations and to assist in implementing the local community redevelopment plan for their Community Redevelopment Area. Kristin visually depicted the details of the code language through a series of SketchUp, CADD and Illustrator drawings for a variety of building and lot types. She also provided a regulating plan and street type plan to identify the locations of specified development regulations.

Waterfront Design Guidelines, Harbor Master Plan and Comprehensive Plan Implementation – Town of Cape Charles, Virginia

This project entailed developing Design Guidelines and a Master Land Use Plan for the Town of Cape Charles' Comprehensive Plan Update process. Working with Paradigm Design, Kristin played a leading role in the Master Plan design and in the design of a community vision and illustrative site plan to guide the development of a future land use map and implementation strategy.

Waterfront Design Guidelines, Harbor Master Plan and Comprehensive Plan Implementation – Town of Cape Charles, Virginia

This project entailed developing Design Guidelines and a Master Land Use Plan for the Town's Comprehensive Plan Update process. Working with Paradigm Design, Kristin played a leading role in the Master Plan design and in the design of a community vision and illustrative site plan to guide the development of a future land use map and implementation strategy for the Comprehensive Plan Update.

Route US 30 Master Plan – Smart Growth Partnership of Westmoreland County

Renaissance assisted the Smart Growth Partnership of Westmoreland County, local planners and community stakeholders to develop a vision and framework plan for the County's 40-mile US 30 corridor. Kristin developed an inventory of current development patterns across the region and led in the enhancement of community element diagrams as part of the visioning process. This work resulted in recommendations for planning and policy tools to help move the vision forward in the second phase of the Master Plan.

Franklin Boulevard Corridor Study – City of Gastonia, North Carolina

Renaissance worked with local stakeholders and citizens to create a vision and implementation plan for re-development of a nine-mile corridor through the historic mill City's urban core. Kristin led the development of illustrative site plans to demonstrate how the community could implement their vision through a series of strategic catalyst projects.

Design Guidelines for Community Redevelopment District – City of Kissimmee, Florida

The City of Kissimmee's downtown is a collection of buildings and grid street patterns that create a strong urban fabric reminiscent of its railroad and Main Street past. Preserving this feel, while encouraging redevelopment, was a major goal of the City's Community Redevelopment Agency. To help achieve this goal, Kristin led in the development of a four-volume series of Design Guidelines, including General Design Principles, Private Development Standards, Architectural Standards, and Public Roadway Standards.

Seminole by Design – City of Seminole, Florida

This project for the City of Seminole required preparation of streetscape Design Guidelines to help define the City's overall image. Phase I required development of illustrative materials; Phase II included design and illustration of alternative conceptual sections, landscape plans, and photo enhancements; and Phase III refined and compiled the illustrations inclusion in the Seminole Streetscape Design Guidelines. Kristin served in a lead role for this project and conducted precedent research for prototypical landscape treatments, signage, urban design and architecture in all phases.

Innovation 41 Educational and Corridor Master Plan – US 41 Corridor Group

Through creation of a shared vision and specific implementation measures for each partner, the overall US 41 Master Plan provides the essential framework needed for the area's revitalization and emergence as a distinct regional destination. Kristin participated in a four-day community design charrette for the Master Plan in a collaborative effort to prepare plans and illustrations based on community feedback. Kristin provided design, production, and facilitation assistance in working with eight educational, cultural, civic and government entities to create a unique sense of identity and cohesive character within the corridor.

Gateway Regional Multimodal Transportation District – Florida Department of Transportation, District Seven

The purpose of this project was to develop plans for an innovative, mixed-use regional activity center in the Gateway area of Pinellas County. The conceptual plans demonstrated how the site could develop an interconnected street, path, and bicycle network and integrate into a multimodal transportation system. Kristin was the lead designer of two transit oriented site plans for the Gateway area site.

JESSICA HAASE, EIT
TRANSPORTATION PLANNER

EXPERIENCE
3 Years

EDUCATION
Bachelor of Science in Civil Engineering,
Lafayette College

AFFILIATIONS
Women's Transportation Seminar,
Central Virginia Chapter,
Corporate Sponsorship Chair

Institute of Transportation Engineers

SUMMARY

Trained as a civil engineer, Jessica's professional experience includes operational and engineering analyses at both site and corridor scales. She also has strong facilitation skills. After joining Renaissance in the summer of 2008, she has been involved in numerous planning and policy efforts, as well as continued to develop her technical analysis skills.

REPRESENTATIVE PROJECTS

VTRANS2035 and the Virginia Surface Transportation Plan– Virginia Department of Transportation and Department of Rail and Public Transportation

Jessica was part of a team effort to identify Virginia's demographic and socioeconomic trends, analyze the effects on transportation, and compile and organize the transportation recommendations from state agencies. Jessica led the effort to coordinate graphical design aspects of the STP report and extensive public outreach efforts, including the creation of 25 unique maps using GIS and Adobe Illustrator to display the interaction of all transportation modes throughout the state. She also summarized all public input and ensured smooth communication between agencies.

NC 54/I-40 Corridor/Sub-Area Master Plan – Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Jessica coordinated the data collection, document review, land use assessment, transportation analyses and public outreach efforts, documenting the findings in a comprehensive corridor profile report. She designed public workshop materials and exercises, analyzed the existing traffic conditions, and helped analyze the current zoning and forecasted growth in jobs and households from the regional travel demand model. She also prepared presentations for steering committee meetings, and coordinated communication efforts between transportation and planning agencies.

Smart Transportation Toolkit – Montana Department of Transportation

Jessica researched and wrote descriptions of planning tools and strategies related to design standards, community engagement and interagency coordination. She also assisted in the coordination effort to create a website displaying these tools.

Complete Streets for Older Adults Research Report and Design Handbook - AARP

In this research report that views transportation infrastructure through the lens of older drivers and pedestrians, Jessica assisted in writing sections related to roadway and intersection design. She served a facilitator for a roundtable of nationally recognized transportation planning and engineering experts to discuss proposed design recommendations, and she helped design a webinar delivered to AARP advocacy experts from across the country.

Multimodal Transportation Impact Study Assessment and Recommendations – City of Charlotte, North Carolina

Jessica conducted a survey of a dozen North Carolina cities and a handful of other comparable cities throughout the nation regarding guidelines for Traffic Impact Analysis (TIA) and development review processes. After preparing a white paper summarizing the findings of the survey, she prepared recommendations for the City of Charlotte's TIA guidelines to differentiate

between different geographic areas and to provide incentives for appropriate development within these areas.

Route 29 Corridor Plan – Virginia Department of Transportation

Throughout this multi-jurisdictional effort, Jessica has facilitated numerous meetings with local decision-makers, elected officials, and citizens. She compiled local land use plans and helped to create meaningful exercises to solicit feedback about the future of the corridor and possible access management policies. She assisted in writing several white papers that discuss recommendations for the corridor.

Multimodal Planning Services – Virginia Department of Transportation

As part of a comprehensive town-wide transportation plan funded by Virginia Department of Transportation's multimodal transportation planning grant program, Jessica analyzed the Routes 15 and 20 corridors within the Town of Orange, Virginia using Synchro to determine future levels of congestion and possible strategies for mitigation. The project focused on coordination of alleviating traffic impacts while providing accommodations for other modes of travel.

Stonehenge Estates Traffic Impact Study – Fluvanna County, Virginia

Jessica was the primary analyst for a mixed-use development in Fluvanna County. She performed detailed trip generation estimates, analyzed future scenarios, performed fieldwork, and documented all findings for a submittal to the Virginia Department of Transportation in accordance with the State's Chapter 527 guidelines.

On-Call Traffic Engineering and Planning Services – City of Charlottesville, Virginia

Jessica has assisted with a number of projects for the City of Charlottesville. She has prepared multiway stop warrants for select intersections throughout the city and reviewed a Traffic Impact Analysis, among other tasks.

PRIOR EXPERIENCE

Assistant Engineer – Eng-Wong, Taub & Associates, New York, New York

Jessica analyzed traffic patterns for the preparation of Environmental Impact Statements. She utilized HCS and CORSIM for existing and future conditions of transportation networks. She devised implementation measures to mitigate intersection significant impacts and prepared signal warrant analyses. Jessica wrote and compiled reports and appendices explaining methodologies and findings. She performed field surveys of intersection delay, level of service, physical inventories and observations of parking capacity and occupancy, and pedestrian origin and destination studies.

Intern – Michael Baker Jr., Inc., Horsham, Pennsylvania

Jessica performed basic transportation engineering computations involving highway geometric design, speed regulations, traffic analysis, and signal timing as well as revising highway and trail plans using Microstation. She gathered data from fieldwork, prepared safety studies with bicycle and pedestrian considerations, and applied her knowledge of wetland mitigation and environmental standards to prepare erosion and sedimentation control plans

MICHAEL LOEW
PLANNER/DESIGNER

EXPERIENCE
2 years

EDUCATION
Bachelor of Science, Architecture,
University of Virginia

SUMMARY

Michael serves as an urban planner and graphic designer with Renaissance. His experience includes streetscape design, scenario planning and visioning, green infrastructure planning, and urban design.

Comprehensive Plan – Town of Ashland, Virginia

Located on the urban fringe of Richmond at the crossroads of major interstate and rail facilities, Ashland is poised for significant growth over the coming years. Through a series of community workshops and mini-charrettes, Renaissance will work with Town planners to develop a plan that integrates land use, urban design, transportation, and other public policies and infrastructure investments. Michael assists with the community involvement process and the analysis of various scenarios proposed at public meetings, as well as providing graphic design support.

Economic Development Study – City of Winchester, Virginia

Working with a multidisciplinary team, Renaissance is assisting the City of Winchester to highlight economically viable development opportunities on several catalyst sites throughout the city. Renaissance is leading the urban design component of this project, providing the City with illustrative site plans that will ensure that future development maintains the small-city character of Winchester. Michael is designing improvements for several catalyst sites.

Edison Smart Growth Initiative – New Jersey Department of Transportation

As part of a series of "smart corridor" studies underway at NJDOT, this project focused on strategies for context-sensitive "gateway" improvements to Routes 1 and 27; pedestrian access and high-density development around the Edison transit station; and the complete redevelopment of two former industrial sites. Working with local stakeholders and the general public, Renaissance and Michael Baker, Inc, developed an inventory of existing and desired community design characteristics, generated alternative future development scenarios, and built consensus on a preferred scenario. Michael assisted with the creation of conceptual site plans and design guidelines.

Area Land Use and Multimodal Transportation Plan – Town of Orange

The Town of Orange sits at the crossroads of Routes 15 and 20 in rural Orange County, VA, and is working with Renaissance to improve traffic flow along those routes, and enhance the town's grid network and streetscape design, in conjunction with improvements in zoning. Michael focused on creating streetscape design standards and assisted with traffic improvement recommendations.

PRIOR DESIGN EXPERIENCE

Volunteer Internship – Charlottesville Community Design Center, VA

Now in its fourth year, the CCDC regularly hosts exhibits, workshops, and competitions promoting equitable, sustainable, and visually appealing communities. Michael regularly assisted the full-time staff, creating brochures for a sustainability workshop, setting up and facilitating a community design charette for the town of Crozet, and assisting with an exhibit. He also maintained and continues to update the CCDC website.

The Craig Company Key Personnel – Qualifications and Experience

Donald L. Craig

Education: Fellow, Institute of Local Self Government, University of California, Berkeley, 1977-1978; Graduate Studies and Lecturer, Stanford University, California 1977-1978; Graduate Certificate, University of California, Berkeley, 1976; Master of Urban Planning, Michigan State University, East Lansing, 1973; Bachelor of Arts, University of California at Los Angeles, Alumni Scholar and Fellow, 1970

Professional Registration: AICP Florida

Professional Associations/Qualifications: Northern California Chapter American Institute of Planners 1976 Merit Award; founding member of the American Institute of Certified Planners; founding member of the Association of Environmental Professionals; founding member of the Resort and Tourism Division of the American Planning Association; preparation of presentations to the American Planning Association's annual conference and the International City Manager's Association.

Current Job Title, Responsibilities and Type of Work Performed: President and principal planner of The Craig Company.

Previous Experience:

Key West City Hall, Key West Florida:. Comprehensive planning, community impact and environmental analysis of three alternative sites for the location of a new city hall complex and fire stations.

Key Haven Estates, Monroe County, Florida: Comprehensive planning for a replat of Key Haven Estates. Complex project included coordination with Monroe County, DCA, City of Marathon and the USN to re-plat existing vacant land, transfer development rights, prepare Development Agreement and preparation/negotiation of Interlocal Agreement between Monroe County and the City of Marathon.

Kings Point Marina, Stock Island: Principal Planner for the redevelopment of Oceanside Marina to a mixed residential & marina complex consistent with County policy & state law to preserve & enhance waterfront access inclusive of boat storage & residential structures adjacent to waterfront areas.

Bahama Village Redevelopment Plan Update Update the Bahama Village Community Redevelopment Area plan & create master plan for the area of the Key West that was traditionally the black Bahamian community dating from the 1850's; creation of a new re-development strategy for the Village with new urban design guidelines & recommendations for amendments to the City's comprehensive plan & land development regulations; formulation of the plan involved numerous public input forums, interviews & outreach efforts to involve as many stakeholders as possible. The plan also included recommendations for the acquisition of areas of former U.S. Navy property in the base closure process initiated to acquire the Truman Annex portion of the former Key West Navy base. Size: 180 acres.

Keys Energy Feasibilty Study: Conducted feasibility study (including community impact, traffic and environmental analyses) to analyze and determine the highest and best use of all Keys Energy Services properties throughout the Keys and whether the properties could be used for alternative commercial or employee housing uses, or leased to other public agencies. 21 sites (1 to 60 acres).

Affordable Housing Projects: Worked with numerous clients to develop affordable housing communities in the Key West area and Monroe County. Member Monroe County Affordable Housing Task Force.

Marathon Marina Master Plan: 20 year master plan to establish mooring facility for up to 250 boats, central services facility including baths, showers, maintenance, food services, parking, storage, ships' chandlery, security & recreations services. Included new hard docking areas and potential museum area. Analysis included traffic studies & integration of facility with adjacent City park.

Barbara B. Mitchell

Education: BA Economics, Mary Washington College, Fredericksburg, Virginia 1980;
Landscape Design Certification, George Washington University, 1985; John Brookes School of Landscape Design, Denmans, England, 1985; La Napoule Art Foundation, Historic Restoration, La Napoule France, 1986

Professional Associations/Qualifications: American Planning Association (APA), American Society of Landscape Architects (ASLA), LEED Accredited Professional

Current Job Title, Responsibilities and Type of Work Performed: Vice President, The Craig Company, Key West and Ocklawaha, FL. Supervision of landscape architecture & planning staff. Provide technical planning & design assistance for private sector, preparation of amendments to Comprehensive Plan & Land Development Regulations, community planning, site planning, landscape design, & contract administration for landscape construction projects.

Previous Experience:

City of Marathon Landscape Architect: Project Manager for continuing services contract for landscape architectural services for the City of Marathon, Florida. Current project includes development of street plan for a section of US Highway 1 and the Marathon Airport. Upcoming projects include development of streetscape plan for Sombrero Beach Blvd.

Southernmost on the Beach, Key West Florida: Project Manager for landscape architecture component of hotel redevelopment of Atlantic Shores. Tasks included development of conceptual, planting and hardscape design and construction management. Review and approval of all plans and presentation of project at all applicable City boards and commissions.

Hurricane Hole Marina Stock Island, Florida: Project Manager for the redesign and redevelopment of Hurricane Hole Marina. Project includes site planning, conceptual and final landscape planning, redesign of US 1 access. Coordination with civil engineer and FDOT personnel. Project has received development approval currently working on construction documents.

Camp Sawyer West Summerland Key, Florida: Project manager and landscape designer for redevelopment of 15 acre Boy Scout Camp facility. Tasks included development of all planning documents, entitlement review, and all development applications. Project has received all development approvals, construction documents and bidding complete and final building permit review is in process.

Monroe County Fire Stations: Project Planner & Designer for Conch Key and Key Largo Fire Stations. Completed the planning, permitting and landscape architecture for two new fire stations in Monroe County.

Monroe County Senior Administrator Policy and Planning: Compose/review staff reports for development approval, report to Planning Commission, member of Development Review Committee, assist in supervision of planning personnel. Approve commercial & residential as-of-right development and review and make recommendations for conditional use development, assist in development of local ordinances and their implementation

Marquesa Court, Key West Florida: Project Planner for nine lot subdivision in Key West. Supervised preparation of plat and conservation plan for protection of sensitive environmental habitat. Coordinated approval process with State, Federal and local municipalities.

Pier House Resort and Caribbean Spa Key West, Florida: Project Planner for premier resort in Key West Florida. Tasks over the years have included preparation of planning documents for upgrade of resort facilities including redevelopment of Havana Docks Bar, new suites, and development of Island Dogs Restaurant.

Rockland Key Commerce Center Rockland Key, Florida: Project Planner for thirty five acre industrial subdivision located on Rockland Key. Tasks include coordination with State, Local and Federal Agencies and project presentation before local boards as required for approval of subdivision plat.

Joseph E. Hummer, Ph.D., P.E.
Professor, Department of Civil, Construction, and Environmental Engineering
North Carolina State University, Raleigh, North Carolina 27695-7908
Telephone (919) 515-7733, Fax (919) 515-7908, Email hummer@ncsu.edu

Research Interests

Traffic operations, traffic safety, highway design, and transportation policy.

Education

- Ph.D. in Civil Engineering, 1989, Purdue University, West Lafayette, Indiana.
- M.S. in Civil Engineering, 1985, Michigan State University, East Lansing, Michigan.
- B.S. in Civil Engineering, 1983, Michigan State University, East Lansing, Michigan.

Employment

- Professor, 2003-present; Associate Professor, 1996-2003; Assistant Professor, 1992-1996; Department of Civil, Construction, and Env. Engineering; North Carolina State University; Raleigh.
- Assistant Professor, Department of Civil Engineering, UNC at Charlotte, 1989-1991.
- Research Assistant, School of Civil Engineering, Purdue University, 1987-1989.
- Traffic and Transportation Engineer, Goodell-Grivas, Inc., Southfield, MI, 1985-1986.
- Graduate Research Fellow, Federal Highway Administration, McLean, VA, 1984-1985.
- Research Assistant, Department of Civil Engineering, Michigan State Univ., 1983-1984.

Professional Registration

Professional Engineer, North Carolina, #16794, since 1990.

Relevant Professional Activities

- NCHRP Panel for Synthesis Topic 32-03, "Impact of Red Light Camera Enforcement on Crash Experience"--Member, 2000-2002.
- NCHRP Panel 3-54, "Modified *MUTCD* Signal Operation for Permitted/Protected, Lead/Lag Left Turns"--Member, 1994-2003.
- NCHRP Panel 17-9, "Effect of Highway Standards on Safety"--Member, 1991-2000.
- TRB Operational Effects of Geometrics Committee--Member, 1997-2007; Secretary, 2001-2007.
- Editorial Board, *Journal of Transportation Safety and Security*—Member, 2008-present.
- Editor for Safety Area, *Journal of Transportation Engineering*, ASCE, 2002-2007.

Relevant Research Experience (from 45 funded projects conducted at NC State University)

1. Co-PI, “Guidelines on the Use of Auxiliary Through Lanes at Signalized Intersections,” NCHRP 3-98, NCSU budget $175,175, March 2009 to February 2011.
2. Principal Investigator, “Superstreet Benefits and Capacities,” North Carolina Department of Transportation, $223,113, August 2008 to May 2010.
3. Principal Investigator, “Non-Conventional Alternative Intersection Treatments Guide,” FHWA, $85,415, August 2006-August 2008.
4. Principal Investigator, “Assessing the Impact of Port Security Measures on Traffic Operation,” University of Tennessee, $20,000, August 2005-July 2006.
5. Principal Investigator, “False Capacity for Lane Drops,” NC Department of Transportation, $100,000, July 2002-June 2004.

6. Principal Investigator, “Effects of Increased U-Turns at Intersections on Divided Facilities and Median Divided Versus Five-Lane Undivided Benefits,” NC Dept. of Trans., $121,259, July 2002-June 2004.
7. Principal Investigator, “Evaluation of Safety, Design, and Operation of Shared Use Paths,” Federal Highway Administration, $395,341, October 2000-September 2003.
8. Principal Investigator, “State Farm Insurance Program—Intersection Safety Study,” City of Charlotte, NC, $50,000, September 2000-August 2001.
9. Principal Investigator, "Operational Capacity of Three-Lane Cross Sections," North Carolina Department of Transportation, $75,000, July 1996-June 1998.
10. Co-PI, "Capacity Analysis of Pedestrian and Bicycle Facilities," FHWA, $262,924, 1995-1998.
11. Principal Investigator, "Unconventional Design and Operation Strategies for Over-Saturated Major Suburban Arterials," North Carolina Department of Transportation, $75,000, 1992-1994.

Relevant Refereed Publications (of 90 total)

1. Cunningham, C.M. and J.E. Hummer, “Analysis of Automated Speed Enforcement Cameras in Charlotte, North Carolina,” *Transportation Research Record 2078*, 2008.
2. Hummer, J.E. and N.M. Rouphail, “Proposed HCM LOS Model for Shared Use Paths in the US,” *Proceedings of the Fifth International Symposium on Highway Capacity and Quality of Service*, Transportation Research Board, Yokohama, Japan, July 25, 2006.
3. Hummer, J.E., et al. “User Perceptions of the Quality of Service on Shared Paths,” *Transportation Research Record 1939*, 2005.
4. Carter, D., J.E. Hummer, R.S. Foyle, and S. Phillips, “Operational and Safety Effects of U-Turns at Signalized Intersections,” *Transportation Research Record 1912*, 2005.
5. Rouphail, N.M., J.E. Hummer, and J.S. Milazzo, II, “Operational Analysis of Shared Use Paths: Model Development,” 84th Annual Meeting of the Transportation Research Board, January 2005.
6. Milazzo II, J.S., N.M. Rouphail, J.E. Hummer, and D.P. Allen, "Quality of Service for Uninterrupted-Flow Pedestrian Facilities in the 2000 *Highway Capacity Manual*," *Trans. Research Record 1678*, 1999.
7. Milazzo II, J.S., N.M. Rouphail, J.E. Hummer, and D.P. Allen "Quality of Service for Interrupted-Flow Pedestrian Facilities in the 2000 *Highway Capacity Manual*," *Trans. Research Record 1678*, 1999.
8. Allen, D.P., J.E. Hummer, N.M. Rouphail, and J.S. Milazzo II, "The Effects of Bicycles on the Capacity of Signalized Intersections," *Transportation Research Record 1646*, 1998.
9. Milazzo II, J.S., N.M. Rouphail, J.E. Hummer, and D.P. Allen, "The Effects of Pedestrians on the Capacity of Signalized Intersections," *Transportation Research Record 1646*, 1998.
10. Dutt, N., J.E. Hummer, and K.L. Clark, "User Preferences of Florescent Strong Yellow-Green Pedestrian Crossing Signs," *Transportation Research Record 1605*, 1997.
11. Clark, K.L., J.E. Hummer, and N. Dutt, "Field Evaluation of Fluorescent Strong Yellow-Green Pedestrian Warning Signs," *Transportation Research Record 1538*, 1996.
12. Zegeer, C.V., H.F. Huang, J.C. Stutts, E. Rodgman, and J.E. Hummer, "Commercial Bus Accident Characteristics and Roadway Treatments," *Transportation Research Record 1467*, 1994.
13. Hummer, J.E., R.E. Montgomery and K.C. Sinha, "Motorist Understanding of and Preferences for Left Turn Signals," *Transportation Research Record 1281*, 1990.
14. Hummer, J.E., C.V. Zegeer and F. Hanscom, "Effects of Turns by Larger Trucks at Urban Intersections," *Transportation Research Record 1195*, 1988.
15. Maleck, T.L. and J.E. Hummer, "Driver Age and Highway Safety," *Transportation Research Record 1059*, 1986.

Rebecca L. Haley, EIT

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EDUCATION:

North Carolina State University
M.S. Civil Engineering, expected May 2010
GPA: 3.833

University of New Hampshire
B.S. Civil Engineering, 2008
Summa cum Laude

TECHNICAL SKILLS: VISSIM, Synchro, TransCAD, HCS+, FREEVAL, ArcGIS, MS Office

RELEVANT COURSEWORK: Traffic Operations, Unconventional Intersections & Interchanges, Highway Safety, Intelligent Transportation Systems, Traffic Flow Theory, Transportation Engineering Data Collection, Urban Transportation Planning, Transportation Systems Engineering

RELEVANT EXPERIENCE:

August 2008 - present
Graduate Research Assistant
North Carolina State University

Summer 2007 – Engineering Intern
Gilbane Building Co.
- Assisted in management of subcontractors, project scheduling, development of bid packages, and submittals.

Summer 2006 – Engineering Intern
City of Rochester, NH – Dept. of Public Works
- Mapped the city's drainage structures using GPS and ArcGIS.

RESEARCH: Superstreet Benefits and Capacities (NCDOT Project #2009-06)
- Operational analysis comparing three NC superstreets to the equivalent conventional intersection using field data and VISSIM.

PUBLICATIONS: Haley, R., S. Ott, J.E. Hummer, R. Foyle, C. Cunningham, "Resident, Commuter, and Business Perceptions of Superstreets" ASCE Journal of Transportation Engineering, *submitted*

PRESENTATIONS: Haley, R., "Operational Analysis of Superstreets" NCSITE SimCap User Group Meeting, March 18, 2010, Garner, NC.

Haley, R. and S. Ott, "Superstreets - Opinion, Operations, and Safety Analyses" TRB Workshop #111: Future of Highway Geometric Design, 89th Annual TRB Meeting, Washington, DC, 2010.

SARAH E. OTT

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seott@ncsu.edu

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4498 145th Street
Chippewa Falls, WI 54729
(CELL) (715) 379-7946

EDUCATION

Valparaiso University, Valparaiso, IN
Bachelor of Science in Civil Engineering – May 2009, Overall GPA: 3.9/4.0
North Carolina State University, Raleigh, NC
Master of Science in Civil Engineering – December 2010, Current GPA: 3.9/4.0
Thesis: Superstreets: Benefits and Capacities

EXPERIENCE

Research Assistant, NC State University, June 2009 to present
- Investigating safety of 20 new superstreet intersections in North Carolina relative to conventional intersection designs for project funded by NC Department of Transportation
- Using Empirical Bayes statistical methods and FHWA simulation software SSAM

Senior Honor Studies in Civil Engineering, Valparaiso University, August to December 2008
- Research initial and boundary conditions to develop mathematical model on "Finite Element Model of Overburden Induced Flow in Unsaturated Hydraulic Barriers"
- Develop document for submittal to research journals

Short Elliott Hendrickson Inc., Chippewa Falls, WI, Summers 2007 and 2008**,** *Intern*
- Designed storm water system for a new road in Chippewa Falls, WI
- Resident project representative for Curt Manufacturing utility extension project and Lake Road Bicycle/Pedestrian Trail in Altoona, WI
- Helped design a storm sewer system with retention pond and created proposed grading lines for a new Menards store
- Created standard details book for City of Altoona

Civil Engineering Service Learning Project, San Jose, Costa Rica, May 2008, *Team Member*
- Partnered with local community members to design and construct concrete road in Pavas
- Met with representatives of the University of Costa Rica to discuss future plans for community development
- Gained engineering and construction experience in a culturally diverse environment

PUBLICATIONS

- "Resident, Commuter, and Business Perceptions of New Superstreets", ASCE Journal of Transportation Engineering, submitted
- "CREATE: Costa Rica Endeavor – Aid through Engineering: A Case Study in International Service Learning", ASEE IL/IN Section Conference Proceedings, March 2009

PRESENTATIONS

- "Superstreets – Opinions, Operations, and Safety Analyses", Transportation Research Board 2010 Annual Meeting
- "Modeling of Multiphase Flow in Deforming Liners of Landfills," Poster Presentation, Celebration of Undergraduate Scholarship, April 2009
- "CREATE: Costa Rica Endeavor – Aid through Engineering," Poster Presentation, Celebration of Undergraduate Scholarship, April 2009

SKILLS

- VISSIM/SSAM
- Synchro
- ArcGIS
- Microstation

Perez Engineering & Development, Inc.
Tampa, Florida

JEFF ROGERS, P.E.
Project Manager

Experience Summary

Experienced in the areas of hydrology investigations, including hydrological and hydraulic performance of urban drainage systems, stormwater runoff protection and designs, NPDES geographic information system database development, NPDES reports, completing SFWMD, FDEP, and DOH permits for development projects. Proficient in using computer models, and programs such as ICPR, SWMM, ARCGIS, AutoCAD 2005 LDD and Microsoft Project. Limited experience in using computer models, and programs such as MODFLOW, and H2ONET

Years of Experience

5

Education

Master of Science, Civil Engineering

University of Miami, 2003

Bachelor of Science, Environmental Engineering

University of Miami, 2003

Registrations

Professional Engineer (2007)

Stormwater Management Inspector (2004)

Professional Affiliations

Water Environment Federation (FWEA/WEF), Southeast Florida Chapter Young Professionals Activities Coordinator (2003-2004) - University of Miami Chapter President 2000-2001, 2001-2002

Florida Engineering Society (NSPE/FES) – Miami Chapter – Newsletter editor (2002-2003), Education Committee Member (2002-2003)

Primary Experience

- **Project Engineer, City of Key West Gravity Injection Wells.** Designed 32 stormwater gravity injection wells and associated conveyance systems. Design including basin delineation, ICPR modeling, stormwater treatment structure design review and selection, and stormwater pipe and conveyance system design
- **Project Engineer, City of Key West Gravity Injection Well Construction Management.** Completed bid documents for 40 gravity injection wells and associated conveyance systems. Project engineer for construction of the wells with duties including: answering RFIs, review of pay requests, shop drawings, change orders, and schedules.
- **Assistant Project Engineer, Anglers Reef.** 52 Home and Marina Development. Islamorada, Fl. Completed drainage design including building ICPR model and writing technical drainage report. Assisted in Environmental Resource Permit for SFWMD.
- **Assistant Project Engineer, Lopez Apartments.** Completed design of sewer collection system for existing 13 unit apartment complex. Project included gravity collection system connecting to vacuum sewer system and permits for septic tank abandonment and construction of wastewater collection system
- **Assistant Project Engineer**. Florida Keys Aqueduct Authority Stock Island Lift Stations. Assist in the design of 6 sanitary lift stations to connect existing buildings to force main.
- **Project Engineer, Rockland Key Commerce Center. Stock Island, Florida.** Completed design for 25 Acre Industrial commerce center including road, water,

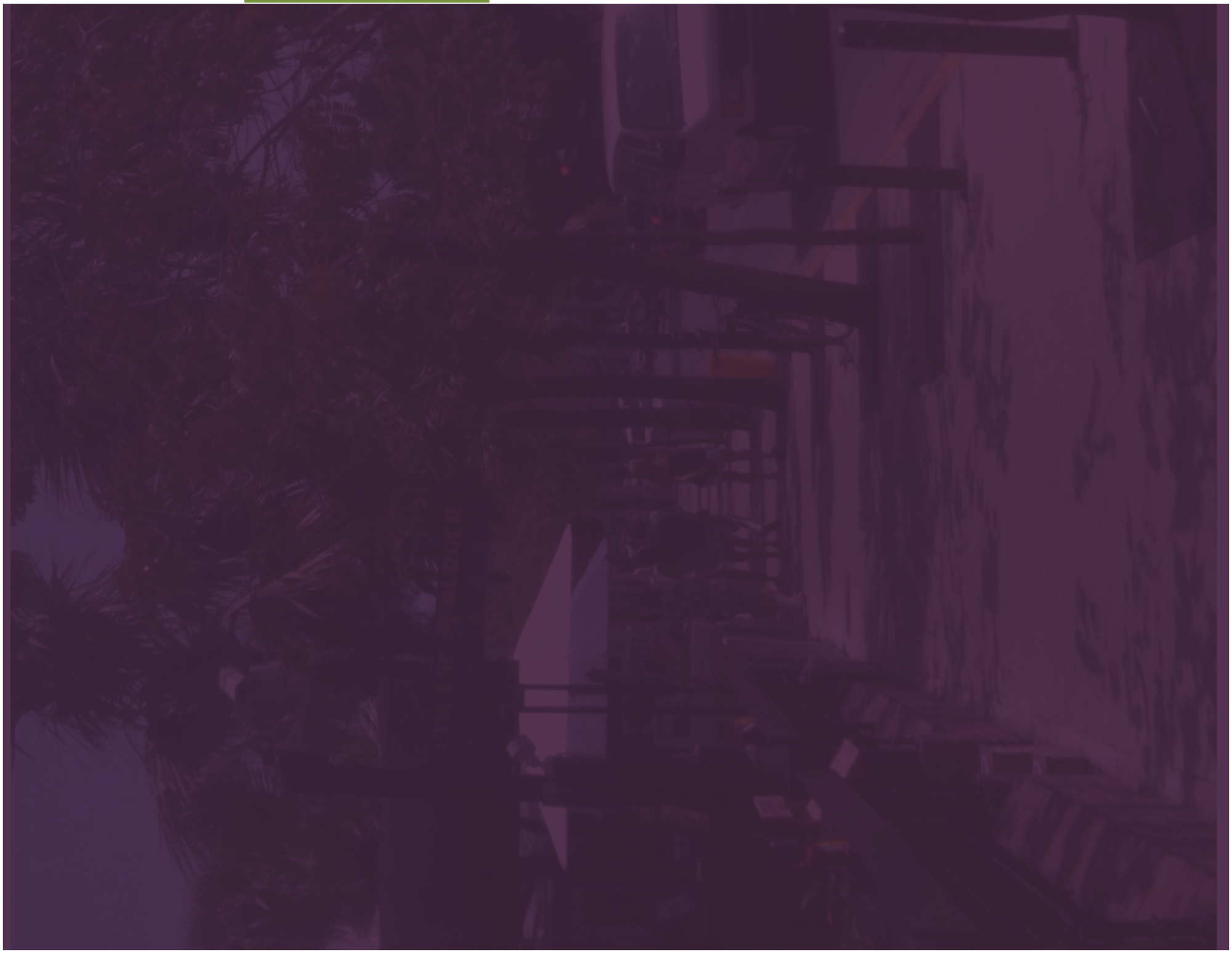
gravity and forcemain sanitary collection systema nad master drainage plan. Obtaining ERP, and FDOT permits.

- **Project Engineer, Seagrape Apartments.** Completed design of 84 unit apartment buildings. Design included water and sanitary collection system. Pump station and force main to existing vacuum collection system. Obtained permit from SFWMD, and FDOT, currently obtaining permit from FDEP for Sanitary and water distribution systems.
- **Project Engineer**. **Safe Harbor Marina**. Site stormwater design. Site was vacant; converted to marina and commercial area. Obtained ERP permit from FDEP.
- **Project Engineer**. **Maison Matecumbe,** Islamorada, Fl. Designed site utilities, driveways, and grading for 8 town homes, and 4 single family houses.
- **Project Engineer**, City of Key West Transfer Station. Designed stormwater drainage system and Environmental Resource Permit for transfer station. Reviewed site plan for compliance with Monroe County Land Development Regulations. Completed ICPR hydraulic model and calculations.
- **Assistant Project Engineer. Beachside Condos, Key West, Florida.** Project consisted of condos, parking garage and convention center development. Completed drainage design including building ICPR model and technical drainage report. Assisted in Environmental Resource Permit for SFWMD.
- **Grant Assistance, City of Key West, Florida.** Reviewed, advised and wrote grants for the City for water quality and quantity programs. Completed pollutant loading calculations for stormwater runoff.
- **Assistant Project Engineer, City of Key West NPDES Phase II program.** Assist City of Key West in developing their MS4 permit. Provided overview of permit process and drafted initial permit for City. Assisted City with revisions to permit.
- **Project Engineer**, City of Marathon Drainage Improvements. Design drainage systems consisting of exfiltration trenches and gravity injection wells for road improvements.
- **Project Engineer, Miami-Dade County Stormwater Drainage Improvements.** As project engineer Mr. Rogers was responsible for design of stormwater improvements for several residential and commercial streets in Miami-Dade County, Florida. Designs consisted of field investigation followed by sizing exfiltration trenches and pollution control devices. Mr. Rogers created the design packages for 16 projects in accordance with DERM-DORM/FEMA standards. The estimated construction value of the packages ranged from $30,000 to $750,000.
- **Project Engineer, Florida Department of Transportation (FDOT) District 6 Phase II NPDES MS4.** Mr. Rogers was the project engineer responsible for obtaining and reviewing as-built drawings for stormwater drainage outfalls, catch basins, manholes, weirs, and percolation tests of FDOT roads in Monroe County and the City of Key West, Florida. Mr. Rogers developed a database in ArcView 3.3 for stormwater drainage structure specifications and locations, including aerial views of roads, and GPS location of drainage structures. Mr. Rogers was also responsible for coordinating and performing field visits to obtain GPS position, picture, available measurements, and condition of the FDOT stormwater drainage structures known and able to be located within the project area. Mr. Rogers directed the conversion of aerial images to MrSID format.
- **Project Engineer, Indian Creek Village Stormwater Drainage Improvements and**

Fee Determination. As project engineer Mr. Rogers was responsible for design of stormwater improvements for a broken 36 inch stormwater pipe, and addition of a pollution control box. He also calculated the stormwater fee changes for the past year. The calculations were to determine using rational and NRCS method.

- **Project Engineer NPS Flamingo WWTP PERC Percolation Ground Water Model.** As project engineer, Mr. Rogers was responsible for review and collection of existing data for the study area. Data pertaining to topography, aquifer stratigraphy, rainfall, evaporation, head distribution, hydraulic parameters, and water stages were collected. Mr. Roger also assisted with the ground water model setup and calibration using DYNFLOW. The model parameters were adjusted to predict results for three scenarios of discharge rates interpreted. Mr. Rogers assisted with the technical report for this project.
- **Assistant Engineer, Monroe County Pollution Prevention Practices Inspection.** Mr. Rogers assisted in the inspection of county facilities. The inspection was conducted to observe current stormwater management structures and activities, and to make recommendations to improve the stormwater control for the facilities. Mr. Rogers wrote inspection reports for each of the sites he inspected. He also wrote the letter report for the project.
- **Assistant Engineer, Miami-Dade Aviation Department Hydraulic Evaluation of Proposed Bridge at Outfall 2..** Mr. Rogers was responsible for reviewing proposed changes to the existing drainage channel and updating the existing SWMM 3.5 model. Mr. Rogers also executed and analyzed the results to determine if the proposed construction would affect the channel flood stages during 10 year and 100 year design storms.
- **Project Engineer, Indian Creek Village NPDES Report** Mr. Rogers was responsible for the NPDES Report, ensuring all the required documentation was accomplished as well as attending the auditing meetings with the client.
- **Project Engineer, Indian Creek Village Water Quality** Mr. Rogers was responsible for ensuring all the required samples and documentation are completed to meet the potable water quality sampling requirements. Mr. Rogers has developed the sampling plan for the Village.
- **Assistant Engineer, Florida Keys Aqueduct Authority Regional Potable Water Supply Study**. Mr. Rogers was responsible for updating the existing H_2ONET Water Distribution Model for the Florida Keys. Mr. Rogers assisted in determining the optimal locations and sizes for the booster pumps. He created the necessary graphics for the report.
- **Assistant Engineer, National Park Service Flamingo WWTP.** Mr. Rogers was responsible for assisting in field work to obtain ground water and surface water samples at the percolation pond for the 56,000-gpd facility. Mr. Rogers prepared ArcView Maps images and a database from collected data, and assisted in preparing the technical report.
- **Assistant Engineer, Fort Lauderdale Airport Vision 2020 Stormwater Management Plan**. Mr. Rogers was responsible for adjustments to basin area delineations due to addition of future development. Mr. Rogers calculated new areas and adjusted the SWMM model parameters to meet future development scenarios. Mr. Rogers also executed the SWMM model for future updated conditions, verified and interpreted the results.

QUALIFICATIONS



QUALIFICATIONS

Relevant Experience

Through the Renaissance team's extensive prior experience in integrated land use and transportation planning, we often examine the impacts and needs of all modes of travel relative to land use changes or increasing transportation demand. This Key West study is quite unique in that we will be considering the carrying capacity for modes as diverse as trolley trains, electric cars, bikes, pedestrians, automobiles, buses, and mopeds among other potential modes yet to be identified. The crux of the question regarding capacity revolves around how many, what mix, and on what streets can these modes safely and efficiently function while allowing for acceptable levels of mobility and livability. As an integrated urban design, land use planning, and multimodal planning firm, all of our projects typically have some element of transportation analysis that establishes thresholds of development resulting in multimodal demand and strategies for addressing that demand. Though the Key West mobility needs environment is unique, the Renaissance team has addressed most if not all of these types of mobility questions and issues in other similar tourism / waterfront-type communities.

Full project descriptions of relevant projects are provided in Section 7, Qualifications. Please note the following project descriptions that are specifically considered carrying capacity studies:

- Lewes Delaware
- Manatee Countywide Carrying Capacity

Other projects provided are specifically relevant to the skills required for this project, including the Tarpon Springs Transportation Mitigation, DCA Waterfronts, and Bradenton Mobility projects. Each of the other project summaries provided address our team's ability to provide innovative solutions and multimodal mobility strategies while addressing quality of service and level of service needs within a community.

Renaissance's modeling sub-consultant has a strong body of innovative research and project experience that should also be noted, as follows:

> "Evaluation of Safety, Design, and Operation of Shared Use Paths," J.E. Hummer, P.I., Federal Highway Administration, October 2000-April 2006. Off-street paths used by pedestrians, bicyclists, and other non-motorized users are becoming common in the U.S. To provide better and more cost-effective facilities, designers and operators need guidance on the quality of service offered by paths of different widths and configurations handling different volumes of users. The purpose of the project was to develop and validate a quantitative procedure for estimating that quality of service. This research built upon a methodology recommended by the research team in a previous project for the Federal Highway Administration. A major work element in this research was the collection of operational data on paths across the U.S. The research team also collected an extensive database of path user perceptions. Another important part of the research was the development of a plan to communicate the quality of service procedure to designers and operators across the U.S. The final level of service estimation model included terms for five different modes moving together on a path. The level of service model will be incorporated in the 2010 Highway Capacity Manual and should be in standard use across the US and many other countries.
>
> "Assessing the Impact of Port Security Measures on Traffic Operation". This project was performed for the Southeastern Transportation Center through a subcontract to the University of Tennessee, J.E. Hummer, P.I., NCSU budget $20,000, August 2005-July 2006. Truck traffic through the gates of seaports in the US is expected to increase dramatically in the near future.

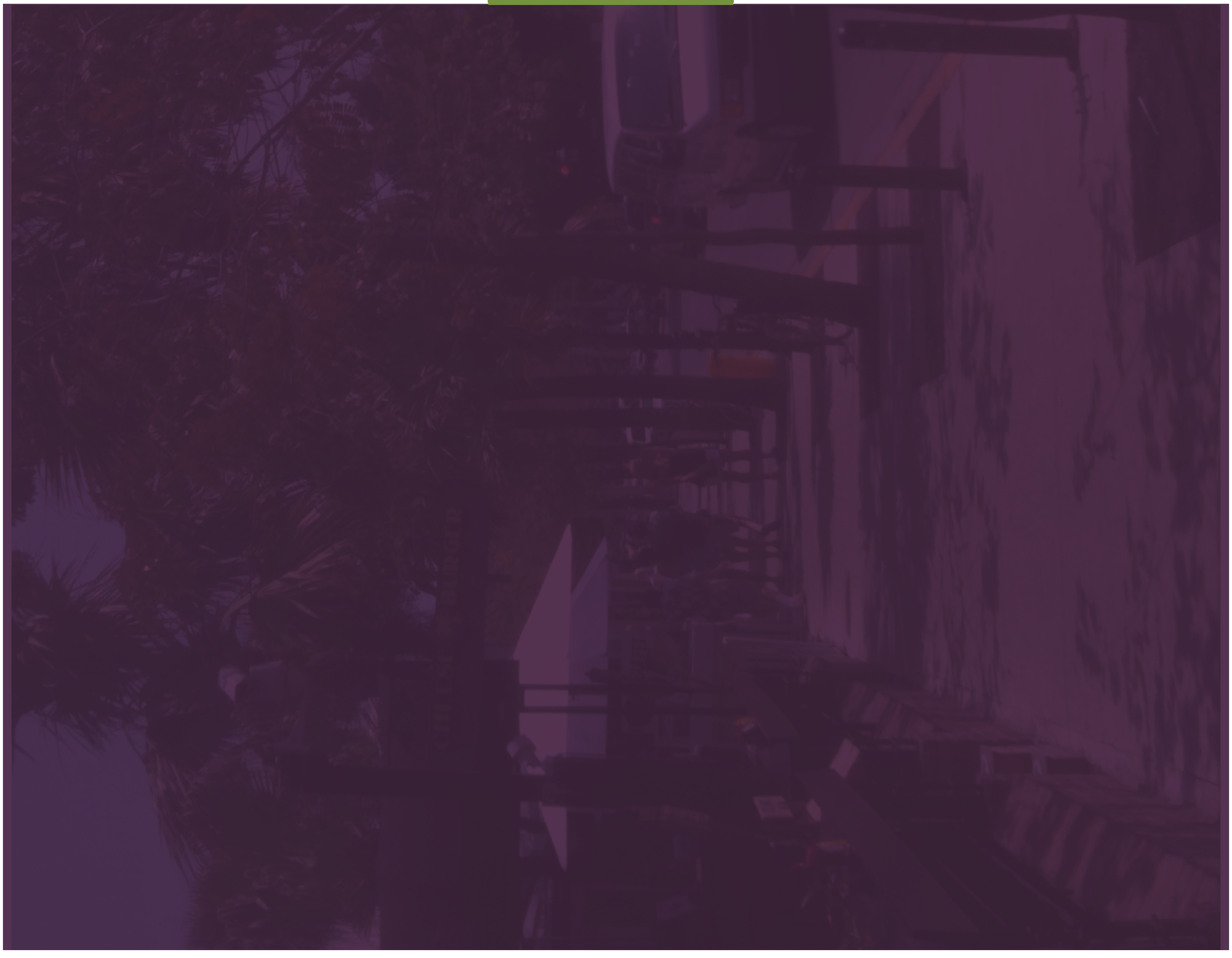
However, tightened security measures at the port gates may mean long delays for trucks, which in turn could lead to other traffic delays, safety problems, air quality issues, and other impacts. During this project we constructed and exercised a VISSIM model of the gates of the Port of Wilmington, NC to gauge the effects of extra security and to allow the testing of mitigation strategies. The team calibrated and validated the VISSIM model for a wide range of truck types moving through the gates, and examined various queue and gate arrangements.

Dr. Hummer has also published research on the following topics, all of which pertain to determining capacity and or quality of service for various modes of travel.

1. Rouphail, N.M., J.E. Hummer, and J.S. Milazzo, II, "Operational Analysis of Shared Use Paths: Model Development," 84th Annual Meeting of the Transportation Research Board, January 2005.
2. Milazzo II, J.S., N.M. Rouphail, J.E. Hummer, and D.P. Allen, "Quality of Service for Uninterrupted-Flow Pedestrian Facilities in the 2000 *Highway Capacity Manual*," *Trans. Research Record 1678*, 1999.
3. Milazzo II, J.S., N.M. Rouphail, J.E. Hummer, and D.P. Allen "Quality of Service for Interrupted-Flow Pedestrian Facilities in the 2000 *Highway Capacity Manual*," *Trans. Research Record 1678*, 1999.
4. Allen, D.P., J.E. Hummer, N.M. Rouphail, and J.S. Milazzo II, "The Effects of Bicycles on the Capacity of Signalized Intersections," *Transportation Research Record 1646*, 1998.
5. Milazzo II, J.S., N.M. Rouphail, J.E. Hummer, and D.P. Allen, "The Effects of Pedestrians on the Capacity of Signalized Intersections," *Transportation Research Record 1646*, 1998.
6. Hummer, J.E., C.V. Zegeer and F. Hanscom, "Effects of Turns by Larger Trucks at Urban Intersections," *Transportation Research Record 1195*, 1988.

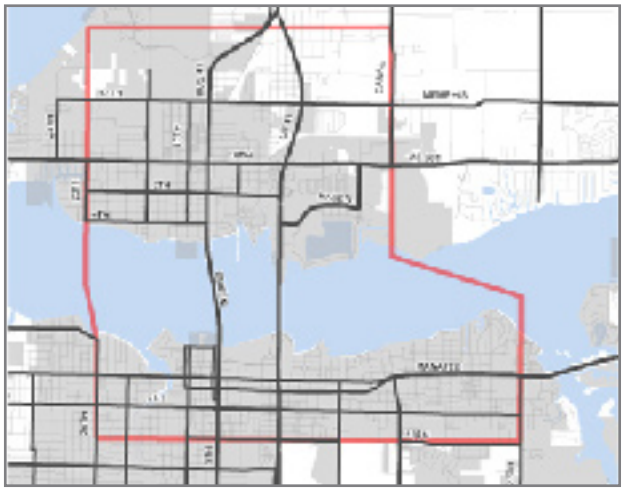
Prior Team Collaboration and Interaction Experience

Renaissance has been collaborating with Joseph Hummer, PhD., PE of North Carolina State University for our ongoing Land Use and Transportation Master Planning project for NC 54. This project, being conducted for the Durham-Chapel Hill - Carrboro MPO (DCHCMPO) and administered by the City of Durham, is examining potential buildout scenarios of a high growth corridor slated for future light rail service. As part of this project Renaissance is considering the interaction and needs of all modes of travel and developing land use and transportation recommendations culminating in a full sub-area master plan and policies. Dr. Hummer is providing support for developing innovative intersection and interchange concepts that will improve mobility along the NC Route 54 arterial and through the I-40 / NC Route 54 interchange area. Renaissance staff have been acquainted with Don Craig for many years through Florida planning circles. The local team members - the Craig Company and Perez Engineering - have collaborated on many projects, for both public and private sector clients, over the last ten years. These have included hotel developments, multi-family housing, fire stations, retail centers, recreational vehicle parks, institutional housing, city administration buildings, highway improvements, and parks. In numerous cases the Craig Company and Perez have jointly managed traffic impact analyses required by local and state authorities, and thus understand the intricacies of traffic management in the City of Key West and the Florida Keys from impact assessment to construction. Their ongoing working relationship is seamless, with their staffs interacting on a daily basis to provide clients with timely, cost effective services.



DOWNTOWN MOBILITY STUDY

CITY OF BRADENTON, FLORIDA



The Cities of Bradenton and Palmetto, set apart by the Manatee River in coastal Manatee County, sought to revitalize their downtowns as walkable, live-work-play destinations by attracting new residential development and promoting redevelopment of aging buildings along their commercial corridors. Because of heavy regional traffic patterns crossing the two bridges serving the downtowns, both communities found redevelopment ambitions stifled by traffic congestion and the need of regional emergency evacuation. As key employment centers bisected by major state highways, both downtowns sought a balance between regional freight and auto mobility needs and their local livability and redevelopment goals.

Through a contract with the City of Bradenton and funding from the Sarasota/Manatee Metropolitan Planning Organization, Renaissance completed a mobility study to achieve that balance. The study examined complete street networks, an expanded downtown transit presence and key bicycle/pedestrian connections to support community redevelopment goals and improve regional mobility. Specific study activities included:

- Engaging the public and key stakeholders throughout the study process
- Conducting an origin-destination survey
- Performing traffic analyses of one-way to two-way street conversions
- Analyzing the feasibility of roundabouts
- Defining costs, project priorities, phasing and responsibilities

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Total Value of Services:
$300,000

Dates of Service:
November 2007 – December 2009

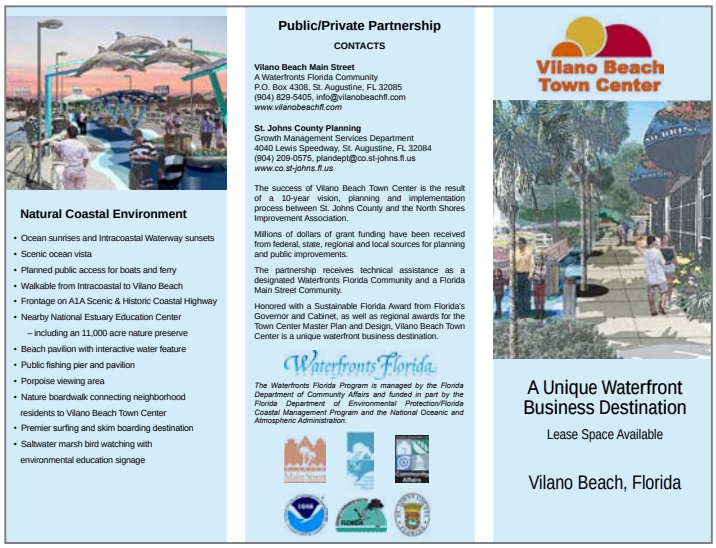
WATERFRONTS FLORIDA TECHNICAL ASSISTANCE

FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS

Renaissance Planning Group provided technical assistance services to the Florida Department of Community Affairs in support of the Waterfronts Florida Program. Renaissance developed case studies of Waterfronts Florida Community success stories and provided direct technical services to designated Waterfronts Florida Communities.

Renaissance prepared a series of case studies reflecting the experiences of the 18 Waterfronts Florida Communities. The case studies captured the strategies, tools, and lessons learned by each community, and the publication serves as an important resource for waterfront communities around the state and elsewhere. Renaissance developed a Parking Master Plan for the City of Bradenton Beach that included short- and long-term strategies to address parking issue in this beach community. Solutions included a coordinated signing program, restriping to provide more on-street parking, and improving accessibility to parking through transit service.

Other projects under this contract included business recruitment planning for Vilano Beach and St. Andrews to assist with implementation of their Waterfronts Florida vision plans and an engineering assessment for the Bagdad Mill Site to assist with preparation of the site a passive park. Thomas Point Associates, a firm specializing in waterfront economic development, provided support for the business recruitment planning.



Contact:
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Waterfronts Florida Partnership Program
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
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(F) 850.488.3309
julie.dennis@dca.state.fl.us

Total Value of Services:
$140,000

Dates of Service:
June 2007 – September 2008

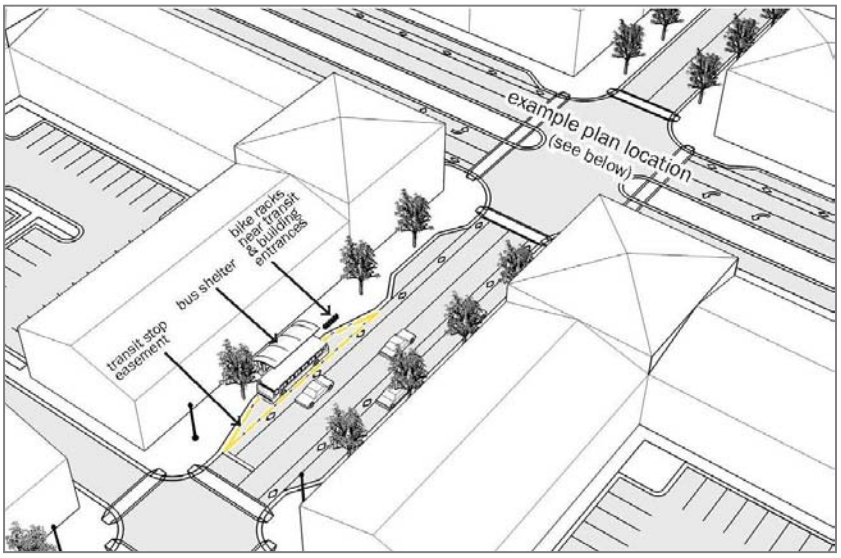
MULTIMODAL TRANSPORTATION DISTRICT IMPLEMENTATION

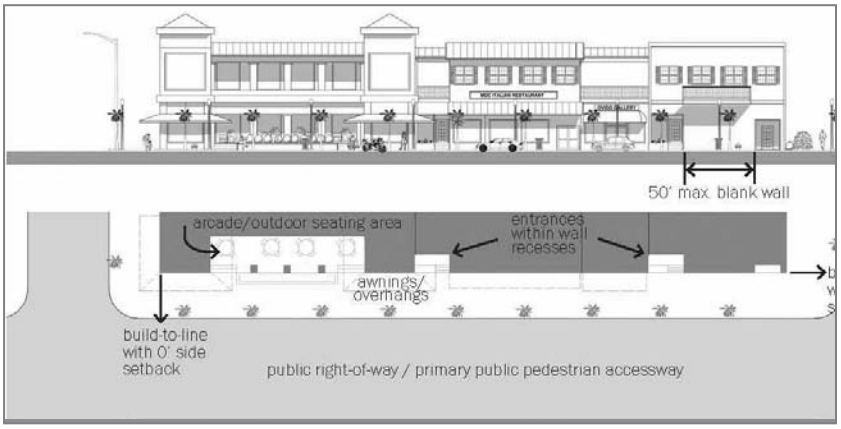
CITY OF DESTIN, FLORIDA

As part of a continuing transportation and comprehensive planning services contract with the coastal City of Destin, Florida, Renaissance assisted the City with the implementation of a multimodal transportation district (MMTD) covering most of the City. With highly congested roadways during the peak season and physical, environmental, and social barriers to road expansion, the City is looking for innovative methods to mitigate transportation impacts of new development. The MMTD shifts concurrency from an absolute focus on capacity to a more holistic analysis that deals with congestion, site design, and multimodal level of service.

Renaissance is rewritting portions of the land development code to set the site design policies and development application procedures necessary to implement the MMTD. The code prescribes minimum site design standards and incentives for building setbacks, location, and orientation, internal connectivity, access management, development intensity, the mixture of land uses, and parking requirements.

Concurrently, Renaissance updated the City's transportation impact fee (TIF) to support the objectives of the MMTD. As the TIF addressed only roadway needs, an update was necessary to ensure that the fee is also used to fund projects ensuring the City maintains an adequate multimodal level of service.





Contact:
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City of Destin
4200 Two Trees Road
Destin, FL 32540
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agrana@cityofdestin.com

Total Value of Services:
$30,000

Dates of Service:
October 2003 – Present

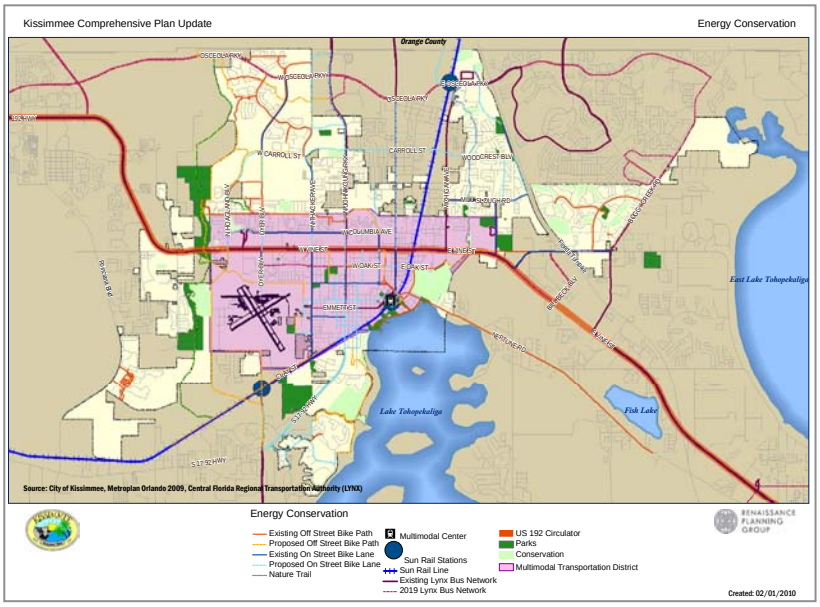
EAR BASED COMPREHENSIVE PLAN AMENDMENTS

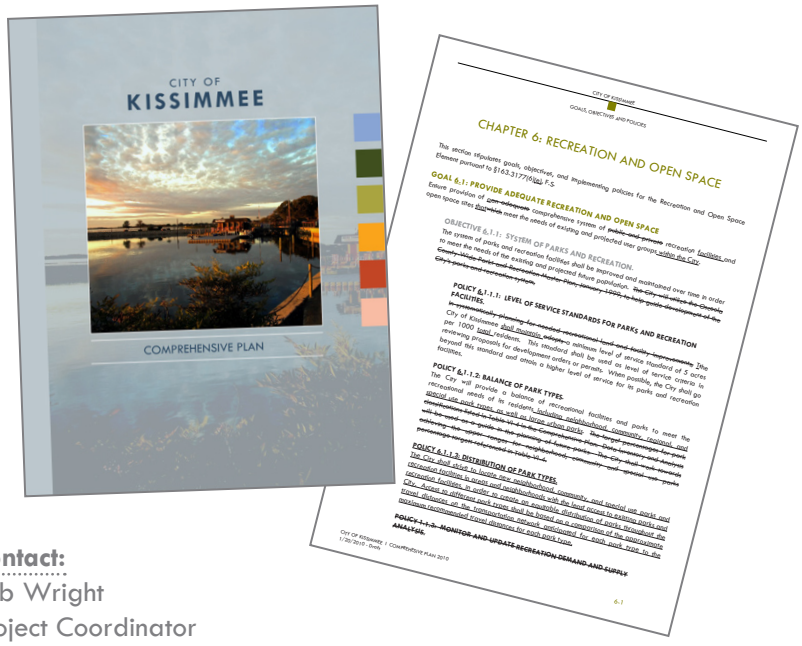
CITY OF KISSIMMEE, FLORIDA

Drawing from recommendations in the City's Comprehensive Plan Evaluation and Appraisal Report (EAR), Renaissance Planning Group is assisting the City of Kissimmee with updates to their comprehensive plan. The amendments include modifications to the plan's nine chapters of goals, objectives, and policies based on EAR recommendations and existing and new statutory requirements since the plan's last major revision. A major component of preparing EAR Based amendments will be to update the data and analysis providing background and support for the adopted goals, objectives and policies. Our GIS resources will be used to create databases and required maps for use in the comprehensive plan.

Topics addressed with the EAR based comprehensive plan amendments include: Transportation Concurrency Exception Area (TCEA) designation and SB 360, infill and redevelopment, annexation policy, green building and sustainable development including provisions related to HB 697, preserving community assets, neighborhood preservation, and other regulatory issues. In addition, a new Economic Development element is being added.

Renaissance is assisting the City of Kissimmee to create a comprehensive plan consisting of three volumes: goals, objectives and policies; map series; and supporting data and analyses. The project includes support during transmittal to the Florida Department of Community Affairs, and revisions, if necessary, to address concerns identified by state review agencies.





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Total Value of Services:
$104,410

Dates of Service:
October 2009 – Present

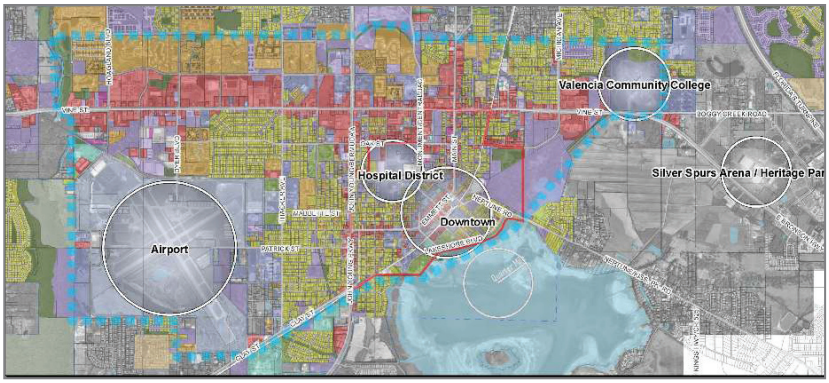
RENAISSANCE PLANNING GROUP

MULTIMODAL TRANSPORTATION DISTRICT

CITY OF KISSIMMEE, FLORIDA

Renaissance Planning Group assistied the City of Kissimmee in the development of an alternative concurrency strategy to encourage redevelopment and revitalization of the downtown Community Redevelopment Area and the Vine Street (US 192) commercial corridor. Through initial analysis, Renaissance determined that a multimodal transportation district (MMTD) would best meet the needs of the community through an amendment to the City's Comprehensive Plan. The vision for the MMTD enhances local multimodal linkages between the downtown, Vine Street, Florida Hospital, Valencia Community College, and the lakefront, while connecting to a regional multimodal network at the planned downtown Intermodal Transportation Center. Commuter rail service to Orlando, Amtrak rail service, Greyhound bus service, and local bus service are planned to converge at the Intermodal Transportation Center. Bus rapid transit service is also envisioned to link future development in Osceola County through the Intermodal Center, Vine Street, and west to International Drive and Disney World.

The Comprehensive Plan Amendment established multimodal quality of service standards for the pedestrian, bicycling, and transit systems, and defined financially feasible capital improvement projects enhancing multimodal transportation infrastructure in the district. Renaissance drafted the amendment to define site and streetscape design standards aimed at creating pedestrian-oriented streets, increased connectivity, and transit-oriented site development. The site and streetscape design standards have been further detailed in the Land Development Code update.



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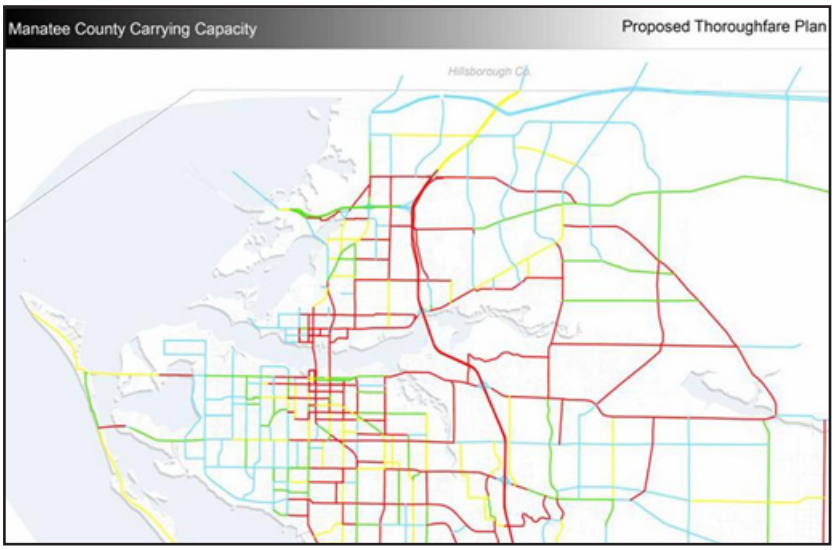
Total Value of Services:
$90,000

Dates of Service:
August 2005 – December 2008

COUNTYWIDE CARRYING CAPACITY STUDY

MANATEE COUNTY, FLORIDA



Manatee County contracted Renaissance Planning Group to examine the anticipated impact of the County's build-out on an adopted Tansportation Thoroughfare Plan. The study entailed evaluation of alternative land use-transportation and transportation capacity investments needed to maintain an adequate level of service. Specific tasks for the study included the following.

Establish baseline conditions and define planning areas that reflect logical travel corridors or markets. Renaissance described existing transportation projects and planned or conceptual transportation corridor improvements; quantified land use characteristics including future land use, vacant land, environmental features, approved developments and committed developer-funded transportation improvements; and summarized projected socioeconomic data.

Conduct a build-out analysis of the planning areas using the adopted future land use map and the CorPlan model to project expected trip generation. The build-out analysis identified vacant developable lands and their densities, based on the adopted Future Land Use Map. Level of service deficiencies were identified and consideration is being given to growth in neighboring Sarasota, Pinellas and Hillsborough Counties, and their impacts on Manatee County's transportation needs.

Develop two alternative land use scenarios to address density and intensity of land uses and land use type, as well as alternative transportation capacity projects.

To present findings and identify desired solutions, Renaissance facilitated a long-range transportation planning charrette in October 2005 with local elected and appointed officials, the development community and the public.

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Total Value of Services:
$99,000

Dates of Service:
October 2004 – January 2006

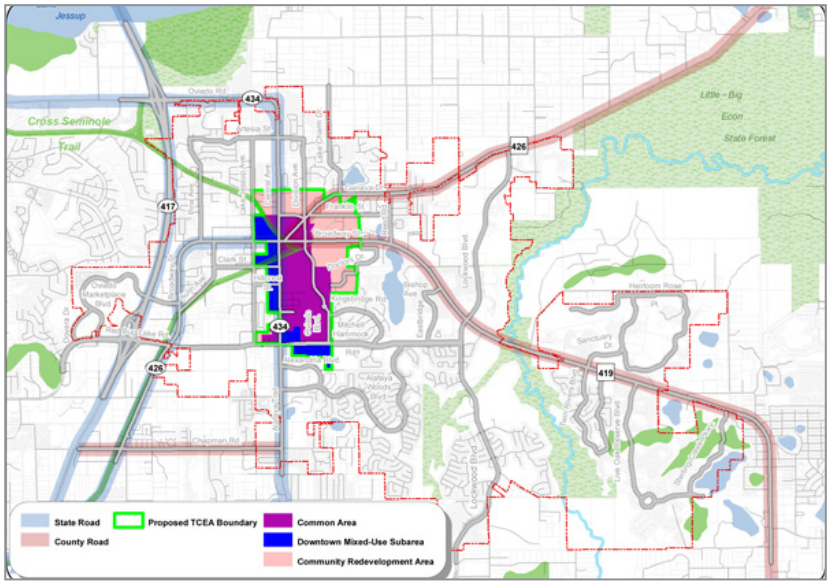
TRANSPORTATION CONCURRENCY EXCEPTION AREA MOBILITY STUDY

CITY OF OVIEDO, FLORIDA

The City of Oviedo, a growing community of 30,000 located in southeastern Seminole County immediately north of the University of Central Florida, has adopted a downtown master plan for "town-center" style redevelopment. It will broaden the City's downtown area and link the older downtown core with newer mixed use development to the south. The Oviedo Community Redevelopment Area (CRA), centered on downtown Oviedo, was created in 2008 to further this revitalization.

The City enlisted Renaissance Planning Group to develop the analysis to justify expansion of the boundaries of its existing Transportation Concurrency Exception Area (TCEA) to match those of the newly-established CRA. Renaissance created the City's current TCEA in 2001, and legislation passed in 2006 requires that communities justify their TCEAs, determine impacts on the Strategic Intermodal System (SIS) and define financially feasible mobility strategies. As that effort was nearing completion in 2009, the Florida Legislature passed a new SB 360 that identified Oviedo as a Dense Urban Land Area (DULA), making the TCEA effective city-wide.

Renaissance is helping Oviedo respond to new SB 360 provisions for a city-wide TCEAs consistent with the approach being taken by Seminole County to emphasize multimodal transportation strategies and redevelopment within districts and corridors. Renaissance prepared data and analysis to support the City's mobility strategy and developed a policy framework for these districts and corridors. The technical data and analysis identifies mobility strategies to support Oviedo's economic vitality and quality of life. The policy language creates the framework for land use, urban form, capital improvements and development review procedures for the city-wide TCEA, as amendments to the Future Land Use, Transportation, and Capital Improvement Elements of the 2010 Comprehensive Plan.



Contact:
Debra Pierre
Planning Manager
City of Oviedo
400 Alexandria Boulevard
Oviedo, FL 32765
(P) 407.971.5776
dpierre@cityofoviedo.net

Total Value of Services:
$42,243

Dates of Service:
October 2008 – December 2009

RENAISSANCE PLANNING GROUP

CONNECTING DOWNTOWN SARASOTA TO THE BAYFRONT

CITY OF SARASOTA, FLORIDA

As a subconsultant to Trans Associates Engineering Consultants, Inc., Renaissance Planning Group led a community design charrette to connect downtown Sarasota to the bayfront on November 14–18, 2008. The charrette included significant community outreach and technical work. Renaissance prepared design illustrations and graphics, as well as communications and facilitation services prior to and during the charrette.

This project entails examining ways to modify the character and physical features of US 41 from 14th Street to Osprey Avenue in Sarasota, Florida. The current high-speed traffic pattern of US 41 creates a physical and visual barrier that separates downtown Sarasota from its natural waterfront amenities and key destinations along the waterfront, such as Marie Selby Botanical Gardens, Island Park and Marina, the Ritz Carlton Hotel and major redevelopment projects. US 41 (Tamiami Trail) —a designated Scenic Highway—is lacking the design features and multimodal facilities that make for a complete street to adequately serve the needs of all users and all travel modes.

The City of Sarasota is interested in developing measures that reconnect the downtown to the bayfront with an emphasis on pedestrian comfort. This goal requires changing the relatively high-speed, pedestrian-unfriendly character of the Tamiami Trail. Study efforts are focused on developing an action plan that guides the design and construction of physical improvements, using progressive concepts such as Complete Street Design, Context Sensitive Design, and those related to New Urbanism. The study recommends improvement measures that will be phased as short-term (0–3 years) and long-term (3+ years), and may include reducing travel lane widths, providing on-street parking and/or bicycle lanes, wider sidewalks and medians, intersection modifications, landscaping, signage and pavement marking improvements.

Contact:

Jason Collins, Ph.D., P.E., AICP
Trans Associates Engineering Consultants, Inc.
400 North Tampa Street, Suite 1140
Tampa, FL 33602
(P) 813.386.3630
(F) 813.386.3635
collinsj@transassociates.com

Steven Stancel
Project Manager
City of Sarasota
Planning Department
1565 1st Street
Sarasota, FL 34236
(P) 941.954.4180
(F) 941.954.4174
steven.stancel@sarasotagov.com

Total Value of Services:
$48,000

Dates of Service:
September 2008 – March 2009

RENAISSANCE PLANNING GROUP

TRANSPORTATION MITIGATION FOR REDEVELOPMENT

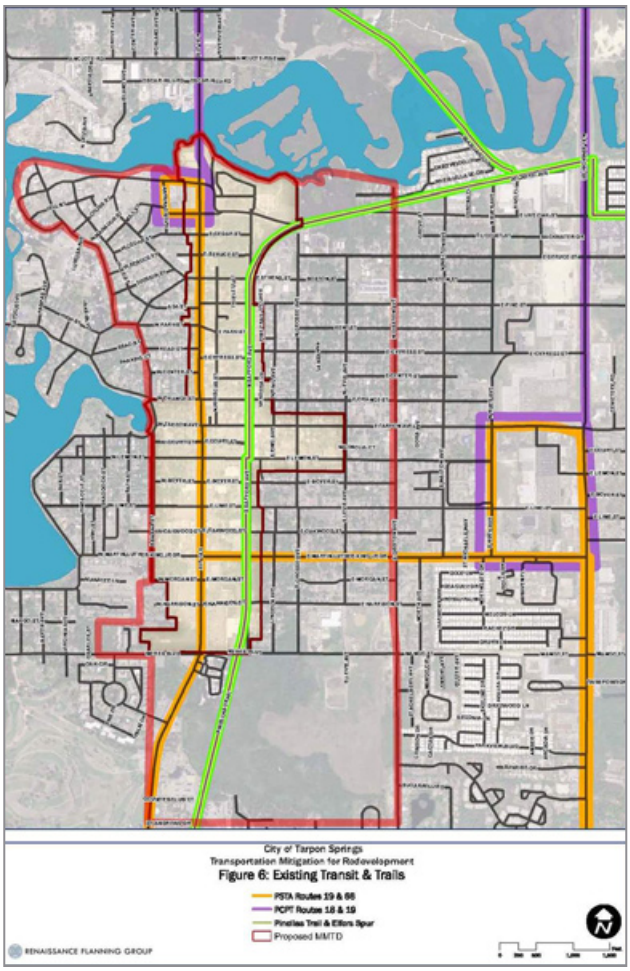
CITY OF TARPON SPRINGS, FLORIDA

Renaissance worked with the City of Tarpon Springs to develop a transportation mitigation plan to support its redevelopment goals. Tarpon Springs is located along the Gulf Coast in northern Pinellas County with a historic downtown centered on the 47-mile Pinellas Trail. The City is addressing the transportation challenges of constrained and congested state roads by emphasizing multimodal and community design solutions. Additionally, Florida's 2005 growth management revisions require a financially feasible capital improvement element that achieves level of service standards to accommodate future growth.

The first task of the project included development of a White Paper providing potential methods of addressing transportation concurrency for US Alternate 19 and Tarpon Avenue and state roads in the downtown with failing levels of service. The White Paper recommended that the City establish a Multimodal Transportation District (MMTD) for the Community Redevelopment Area and surrounding areas.

The MMTD created transportation quality of service standards with priority for non-auto mobility strategies and supportive design to govern redevelopment and new development approvals. The project provided the City with a means to improve the local transportation situation while also taking a comprehensive look at the surrounding context of transportation system.

The City's MMTD and accompanying mitigation measures support regional strategies. It was adopted and approved in 2008.



Existing transit and trails map

Contact:
Renea Vincent, AICP
Planning Director
Planning and Zoning Division
City of Tarpon Springs
324 East Pine Street
Tarpon Springs, FL 34689
(P) 727.942.5611
(F) 727.937.1137
rvincent@ci.tarpon-springs.fl.us

Total Value of Services:
$70,000

Dates of Service:
October 2006 – May 2008

2010-2020 CAMPUS MASTER PLAN TRANSPORTATION ELEMENT

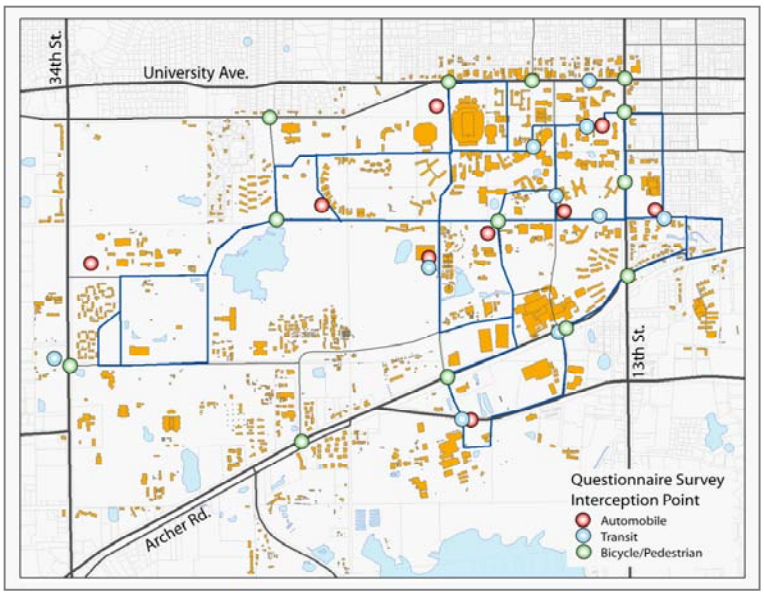
UNIVERSITY OF FLORIDA

Renaissance Planning Group has been selected by the University of Florida (UF) to prepare the data and analysis for the Transportation Element of the 2010-2020 Campus Master Plan. The state's oldest, largest and most comprehensive university, UF is one of the nation's largest public universities with more than 50,000 students. Every five years, universities in the State University System must update their Campus Master Plans to address the unique relationship between campus and community by preparing campus development agreements. The agreements define the transportation mitigation necessary within the host community context area to support the university's anticipated growth through the planning horizon.

Renaissance is coordinating its work on the UF Campus Master Plan with the development of the 2035 Long Range Transportation Plan for the Metropolitan Transportation Planning Organization for Gainesville Urbanized Area, also led by Renaissance. This ensures a shared set of data, planning assumptions, and needs, along with a consistent policy framework.

For the Campus Master Plan, Renaissance is collecting traffic and bicycle/pedestrian count data and transit characteristics and usage data, and is conducting a travel behavior survey of faculty, students and staff to develop an estimate of campus-wide mode split for use as a measure of sustainability.

Renaissance is conducting an analysis of travel demand for 2020 to examine multimodal transportation strategies to reduce vehicle travel miles and reduce the negative impact of campus growth on the transportation system. The work product will develop a Transportation Needs Plan that will provide the basis for the campus development agreement between UF, the City of Gainesville and Alachua County.



Contact:

Lisa B. Dixon, AICP
Assistant Director
Facilities Planning and Construction Division
University of Florida
P.O. Box 115050
Gainesville, FL 32611
(P) 352.273.4010
ldixon@ufl.edu

Total Value of Services:

$120,000

Dates of Service:

March 2009 – April 2010

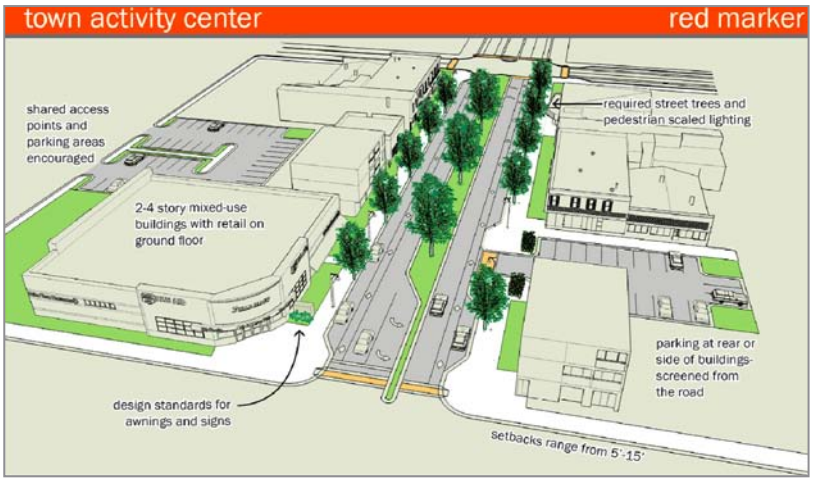
MULTIMODAL PLANNING SERVICES

VIRGINIA DEPARTMENT OF TRANSPORTATION

Renaissance Planning Group, in conjunction with Michael Baker, Inc., is providing services to the Virginia Department of Transportation through an on-call contract to conduct studies related to multi-modal planning services. Funded by a newly established grant program, projects that fall under the purview of this contract include community-based studies that integrate transit, bicycle, pedestrian, and vehicular modes of transportation. The majority of these projects include consideration of land use and urban design as it relates to corridor and community character and encouragement of a multimodal environment.

For the initial year of the grant program, Renaissance is managing or providing technical support for the following initiatives:

- A corridor study in the Town of Orange (Routes 15 and 20)
- A study to address growth of and around the Farmville airport
- Pedestrian and corridor planning in the Town of Dumfries
- A project to develop the approach for the next statewide transportation plan



Contact:
Katherine Graham
Virginia Department of Transportation
Multimodal Transportation Planning Office
1401 East Broad Street
Richmond, VA 23219
(P) 804.786.4198
(F) 434.982.2973
katherine.graham@vdot.virginia.gov

Total Value of Services:
$175,000 per year

Dates of Service:
June 2007 – June 2010

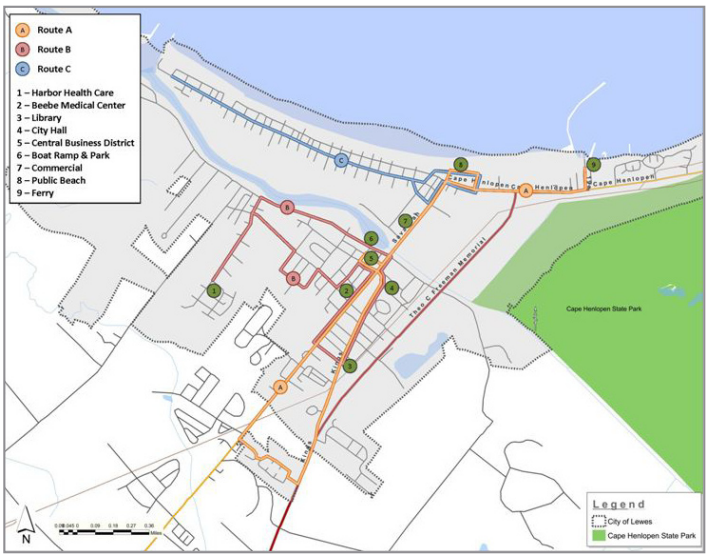
TRANSPORTATION PLANNING STUDIES

CITY OF LEWES, DELAWARE

The City of Lewes has a long history as a vacation destination for visitors from all along the East Coast. As tourism increases, so does the demand on retail and commercial resources. This has created a rapid growth in permanent residents, which puts a strain on main corridors that connect Lewes to the region and define the character of the community. Although congestion continues to increase, the community has made it clear that widening these corridors is not an option.

Renaissance Planning Group examined the impact of increased congestion and considered alternative modes of travel within the corridor. Renaissance studied the impact of two modes of transportation—automobile capacity and the feasibility of local transit service. Five significant corridors were examined for existing and future capacity versus demand and a potential local transit route was defined. Staff worked with local officials and the public to determine a reasonable level of capacity for the existing road network and to identify how new development in the County would negatively affect those corridors. To help create better local mobility, staff examined the feasibility of a transit route. Renaissance determined the route design, frequency, potential ridership, size of vehicles, and cost aspects of new city-based transit service.

The final plan provides the City with information to guide future work toward mitigating the effects of growth.



Contact:
James Ford, Mayor
City of Lewes
114 E. Third Street
Lewes, Delaware 19958
(P) 302.645.7777
(F) 302.645.6406
JimFordIII@aol.com

Total Value of Services:
$49,500

Dates of Service:
June 2009 – January 2010

Relevant Projects and Experience:

Key West City Hall

Assignment - The Craig Company was chosen to conduct a comprehensive planning, community impact and environmental analysis of three alternative sites for the location of a new city hall complex and fire stations. The goal was to determine both the most cost effective and best community/neighborhood fit for the 41000 sq. ft. complex in the very historic City of Key West. The Anticipated budget of $24 million would be the largest municipal expenditure in the City's history. The Craig Company conducted aerial photography analysis, neighborhood access studies, "sustainable" design reviews, and historic district analysis and comprehensive plan policy analysis.

Contact: Mr. Jim Scholl, City Manager, (305) 809-3888

City of Marathon Marina Master Plan

Assignment: The Craig Company created the 20 year master plan for the establishment of a mooring facility for up to 250 boats, central services facility including baths, showers, maintenance, food services, parking, storage, ships' chandlery, security and recreations services. The plan also includes new hard docking areas as well as spaces for a potential museum area. The analysis included traffic studies and methods to integrate the master plan into the adjacent City Park.

Contact: Mr. George Garrett, City Planner, (305) 289-4111

Keys Energy – Site and Facility Analysis

Assignment: The Craig Company was chosen by the electric utility that serves the City of Key West and the Lower Keys to analyze and determine the highest and best use of all of its properties throughout the Keys and whether the properties could be used for alternative commercial or employee housing uses, or disposed of through lease to other public agencies. The studies included, community impact, traffic and environmental analyses.

Contact: Ms. Lynn Tejeda, General Manager, (305) 295-1040

City of Marathon – Marina Funding Grant Application

Assignment: The Craig Company was chosen to write grant applications for state and federal grants to assist in the funding of the implementation of the City 's Marina Master plan. The grants requested were for both capital expenditures and operating costs.

Contact: Mr. George Garrett, City Planner, (305) 289-4111

City of Key West – Key West Bight Community Impact Assessment Statement

Assignment: The Craig Company was hired to complete an analysis of the short and long term effects of the City's master plan for the re-development of the Key West Bight marina and surrounding upland properties. The City's plan envisioned the transformation of the former industrial and commercial fishing into a series of boat docking venues, retail and entertainment areas together with affordable housing areas to be created using transferable development rights. The studies carried out by The Craig Company focused on the impacts on the surrounding neighborhoods and included traffic, pedestrian access, environmental

assessment, drainage, historic resources impacts, emergency access, marina slip expansion, expansion of tax base and taxable value, and affordable housing.

Contact: Amy Kimball – Murley, City Planner, (305) 809-3728

City of Marathon - Landscape Design Services - Ongoing Project

Assignment: The Craig Company was chosen by the City to provide on-going landscape design services for the City on various projects including streetscape designs, park areas and buffers adjacent to public buildings.

Contact: Ms. Susie Thomas, Projects Coordinator, (305) 289-4103

Boy Scouts of America

Assignment: The Craig Company has provided planning and design services to the Boy Scouts of America- both its national office team and local regional councils – for over twenty years. The assignments have included every aspect of designing and permitting the various facilities throughout the Florida Keys. The facilities in the Keys have included the Brinton Environmental Center Planning and Master Plan & the Florida Keys- Sea Base Planning and Environmental Permitting. Currently, we are working on Camp Sawyer – Knight Center Master Plan – a complete new camping and learning facility for scouts in the southeast Florida region

Contact: Jeff Hunt, Scout Executive/CEO, (305) 364-0020

Monroe County Florida – Fire Stations – Planning and Permitting

Assignment: the Craig Company was tasked by Monroe County to complete the planning, permitting and landscape architecture for two new fire stations in the middle and upper Keys. All projects were time and budget sensitive and involved parcels, which had development limitations due to size, and configuration which led to innovative solutions which stressed sustainable design features.

Contact: Mr. Jerry Barnett, Director of Facilities Development, Monroe County Engineering Division, (305) 292-4416

Florida Keys Electric Cooperative – Substation Planning and Permitting

Assignment: The Craig Company was asked to coordinate the environmental and site plan permitting for the location of a new substation to serve the Ocean Reef Club community. The substation was adjacent to the Dagne Johnson State Park and Reserve, which required careful attention to landscape buffering and off site impacts, which were assessed by the Craig Company.

Contact: Scott Newberry, CEO, (305) 852-2431

Meridian West and Seagrape Affordable Housing Master Planning and Permitting

Assignment: The Craig Company was hired by the Carlisle Group, one of the largest for profit affordable housing developers in the State of Florida to permit two federal taxes credit very low and low income affordable housing projects. The services included master plans, site design, and representation with local and state agencies together with landscape architecture for both sites. The total number of units approved was 224.

Contact: Mr. Lloyd Boggio, Chief Executive Officer, (305) 476-8118

Team and Project Experience Summary, North Carolina State University

The North Carolina State University (NCSU) portion of the project team will bring unparalleled experience in VISSIM modeling, intersection design and operations, and analyzing diverse vehicle mixes.

Relevant NCSU Project Experience

"Superstreet Benefits and Capacities," North Carolina Department of Transportation, J.E. Hummer, P.I., $223,113, August 2008 to May 2010. Superstreets are relatively new designs for arterial streets that involve rerouting certain minor street movements. They have the potential to provide lower delay, lower collision rates, and other benefits in places where conventional improvement alternatives are infeasible. This project is investigating the safety and capacity effects of the 20 or so superstreets that have been installed in North Carolina in recent years. The project is also develop a procedure to allow engineers to estimate the level of service provided by a superstreet in the design stages. If project results are positive, superstreets may become standard features of the urban landscape. The project team includes research assistants Becky Haley and Sarah Ott. The team has calibrated and validated complex VISSIM models of the superstreet corridors and is using those models to reach its conclusions on capacity and safety.

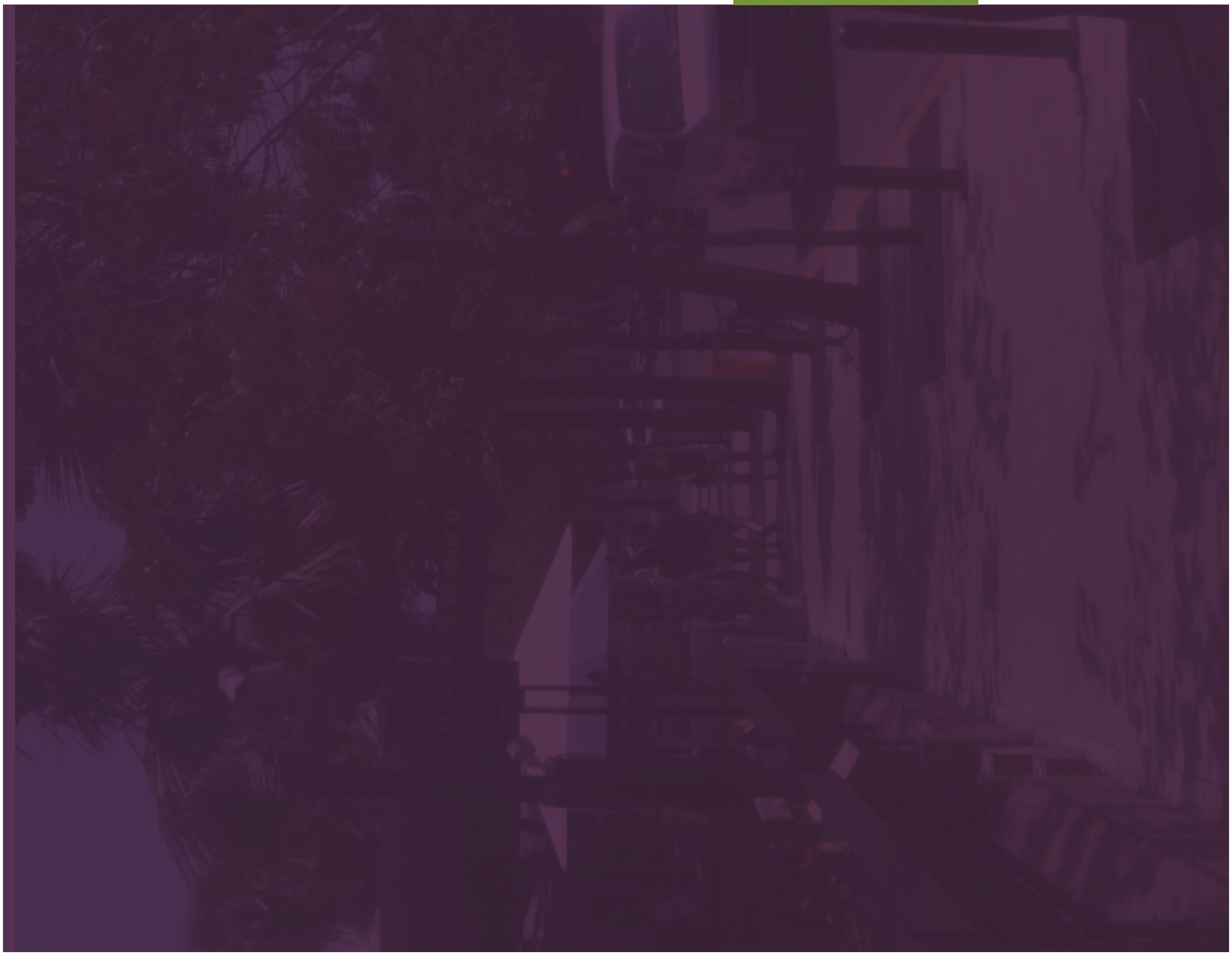
"Guidelines on the Use of Auxiliary Through Lanes at Signalized Intersections," National Cooperative Highway Research Program 3-98, through a subcontract to Kittelson and Associates, Inc., N.M. Rouphail, P.I., J.E. Hummer, Co-P.I., NCSU budget $175,175, March 2009 to February 2011. Auxiliary through lanes—added just prior to an intersection and dropped just after—are a promising way to increase capacity where needed without huge financial or environmental impacts. There are several challenges that must be overcome before such treatments are widespread, however. To meet those challenges, the project team is developing models to predict utilization of auxiliary through lanes by drivers, examine the effects of the lanes on signal timing, develop delay equations, and examine the safety implications of the lanes. The final product will be guidelines for designers considering such installations in the US and elsewhere. VISSIM is the main tool used by the project team to analyze traffic operations. The team is calibrating, validating, and exercising VISSIM models of 10 intersections in four states. The VISSIM companion program SSAM, developed recently by the FHWA, is the main analysis tool in the safety area.

"Assessing the Impact of Port Security Measures on Traffic Operation," Southeastern Transportation Center through a subcontract to the University of Tennessee, J.E. Hummer, P.I., NCSU budget $20,000, August 2005-July 2006. Truck traffic through the gates of seaports in the US is expected to increase dramatically in the near future. However, tightened security measures at the port gates may mean long delays for trucks, which in turn could lead to other traffic delays, safety problems, air quality issues, and other impacts. During this project we constructed and exercised a VISSIM model of

the gates of the Port of Wilmington, NC to gauge the effects of extra security and to allow the testing of mitigation strategies. The team calibrated and validated the VISSIM model for a wide range of truck types moving through the gates, and examined various queue and gate arrangements.

"Non-Conventional Alternative Intersection Treatments Guide," FHWA through a subcontract to Vanasse Hangen Brustlin, Inc., J.E. Hummer, P.I., NCSU budget $85,415, August 2006-August 2008. Heavy traffic flows at intersections present challenges to engineers regarding excessive delays and worsening safety performance. Major side effects also include pollution, wasted fuel, increased stress levels, and economic losses. Several innovative intersection designs that divert left turn movements and reduce signal phases have been studied by researchers and implemented by users, including continuous flow intersections, median u-turns, and superstreets. This study developed an informational guide for those designs that included a design selection procedure, coverage on operational issues, geometric design considerations, pedestrian accommodations, safety estimations, cost assessments, and marketing materials. The NCSU team used the VISSIM model to examine traffic operations at several intersection configurations. The intricate intersection designs with u-turn crossovers, ramps, etc. made the VISSIM models much more difficult to construct than a typical intersection.

"Evaluation of Safety, Design, and Operation of Shared Use Paths," J.E. Hummer, P.I., Federal Highway Administration, October 2000-April 2006. Total budget $395,341, NC State budget $270,000. Off-street paths used by pedestrians, bicyclists, and other non-motorized users are becoming common in the U.S. To provide better and more cost-effective facilities, designers and operators need guidance on the quality of service offered by paths of different widths and configurations handling different volumes of users. The purpose of the project was to develop and validate a quantitative procedure for estimating that quality of service. This research built upon a methodology recommended by the research team in a previous project for the Federal Highway Administration. A major work element in this research was the collection of operational data on paths across the U.S. The research team also collected an extensive database of path user perceptions. Another important part of the research was the development of a plan to communicate the quality of service procedure to designers and operators across the U.S. The final level of service estimation model included terms for five different modes moving together on a path. The level of service model will be incorporated in the 2010 *Highway Capacity Manual* and should be in standard use across the US and many other countries.



REFERENCES

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City of Tarpon Springs
Renea Vincent, AICP
Planning Director
Planning and Zoning Division
City of Tarpon Springs
324 East Pine Street
Tarpon Springs, FL 34689
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(F) 727.937.1137
rvincent@ci.tarpon-springs.fl.us

Sarasota/Manatee MPO
Mike Howe
Executive Director
Sarasota/Manatee
Metropolitan Planning Organization
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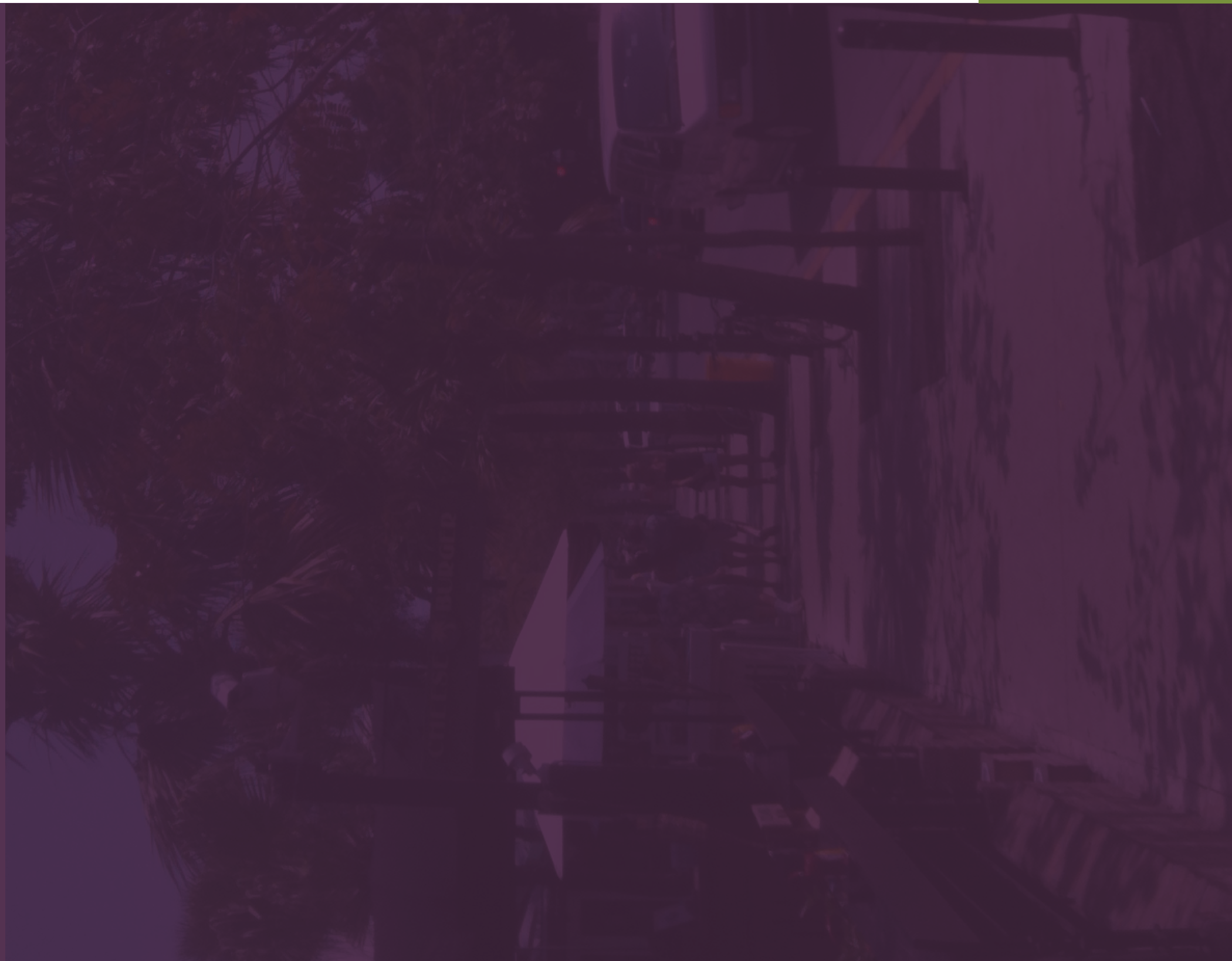
mhowe@sarasota-manateempo.org



2010 FOR PROFIT CORPORATION ANNUAL REPORT

FILED
Jan 27, 2010
Secretary of State

DOCUMENT# P99000073599

Entity Name: RENAISSANCE PLANNING GROUP, INC.

Current Principal Place of Business:

121 SOUTH ORANGE AVE
SUITE 1200
ORLANDO, FL 32801

New Principal Place of Business:

Current Mailing Address:

121 SOUTH ORANGE AVE
SUITE 1200
ORLANDO, FL 32801

New Mailing Address:

FEI Number: 59-3594725 **FEI Number Applied For ( )** **FEI Number Not Applicable ( )** **Certificate of Status Desired (X)**

Name and Address of Current Registered Agent:

SINCLAIR, CHRISTOPHER H
121 SOUTH ORANGE AVE
SUITE 1200
ORLANDO, FL 32801 US

Name and Address of New Registered Agent:

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE: _____

Electronic Signature of Registered Agent — Date

Election Campaign Financing Trust Fund Contribution ( ).

OFFICERS AND DIRECTORS:

Title: PSTD
Name: SINCLAIR, CHRISTOPHER H
Address: 121 SOUTH ORANGE AVE, SUITE 1200
City-St-Zip: ORLANDO, FL 32801

Title: VD
Name: BLANTON, CHARLES W
Address: 121 SOUTH ORANGE AVE., SUITE 1200
City-St-Zip: ORLANDO, FL 32801

Title: TS
Name: CRISOSTOMO, NOLI M
Address: 121 SOUTH ORANGE AVE., SUITE 1200
City-St-Zip: ORLANDO, FL 32801

Title: D
Name: ANGE, KATHARINE P
Address: 121 SOUTH ORANGE AVE., SUITE 1200
City-St-Zip: ORLANDO, FL 32801

Title: D
Name: KALPAKIS, FRANK W
Address: 121 SOUTH ORANGE AVE., SUITE 1200
City-St-Zip: ORLANDO, FL 32801

Title: D
Name: WUENSCH, WILLIAM L
Address: 121 SOUTH ORANGE AVE., SUITE 1200
City-St-Zip: ORLANDO, FL 32801

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an officer or director of the corporation or the receiver or trustee empowered to execute this report as required by Chapter 607, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: CHRISTOPHER SINCLAIR PSTD 01/27/2010

Electronic Signature of Signing Officer or Director — Date

ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA

SS:

COUNTY OF MONROE

I the undersigned hereby duly sworn, depose and say that no portion of the sum herein response will be paid to any employee of the City of Key West as a commission, kickback, reward or gift, directly or indirectly by me or any member of my firm or by an officer of the corporation.

BY: _____

sworn and prescribed before me this 13th day of April, 2010 Personally known

KAREN A. PEAVEY
Comm# DD0703788
Expires 8/9/2011
Florida Notary Assn., Inc

NOTARY PUBLIC, State of Florida

My commission expires: 8/9/2011

ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA

SS:

COUNTY OF MONROE

I the undersigned hereby duly sworn, depose and say that no portion of the sum herein response will be paid to any employee of the City of Key West as a commission, kickback, reward or gift, directly or indirectly by me or any member of my firm or by an officer of the corporation.

BY: _____

Donald L. Craig, President
The Craig Company of the Florida Keys, Inc.

sworn and prescribed before me this 13 day of April, 2010

NOTARY PUBLIC, State of Florida

My commission expires:

JODELL ROBERTS
Commission DD 741679
Expires January 31, 2012
Bonded Thru Troy Fain Insurance 800-385-7019

ANTI-KICKBACK AFFIDAVIT

STATE OF NORTH CAROLINA

EIN: 56-6000756

COUNTY OF WAKE

I the undersigned hereby duly sworn, depose and say that no portion of the sum herein response will be paid to any employee of the City of Key West as a commission, Kickback, reward or gift, directly or indirectly by me or any member of my firm or by an officer of the corporation.

BY: _____ John Chaffee
Associate Director
Spensored Programs

Sworn and prescribed before me this 14th day of April, 2010

_____ NOTARY PUBLIC

Stefanie D. Saunders

My commission expires: December 10, 2013

STEFANIE D. SAUNDERS NOTARY My Comm. Expires Dec. 10, 2013 PUBLIC WAKE COUNTY, NC

ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA

SS:

COUNTY OF MONROE

I the undersigned hereby duly sworn, depose and say that no portion of the sum herein response will be paid to any employee of the City of Key West as a commission, kickback, reward or gift, directly or indirectly by me or any member of my firm or by an officer of the corporation.

BY: _____

sworn and prescribed before me this 13th day of April 2010

NOTARY PUBLIC, State of Florida
Sheryl A. Berman

My commission expires:

SHERYL A. BERMAN
MY COMMISSION # DD 630802
EXPIRES: February 21, 2011
Bonded Thru Notary Public Underwriters

SWORN STATEMENT PURSUANT TO SECTION 287.133(3)(A)
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS,

1. This sworn statement is submitted to

by NOLI CRISOSTOMO SECRETARY/TREASURER

(print individual's name and title)

for RENAISSANCE PLANNING GROUP, INC.

(print name of entity submitting sworn statement)

whose business address is 121 S. ORANGE AVE. SUITE 1200 ORLANDO FL 32801

and (if applicable) its Federal Employer Identification Number (FEIN) is

59-3594725 (if the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement):

2. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

3. I understand that "conviction" as defined in Paragraph 287.133(1)(g), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 01, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means:

    1. A predecessor or successor of a person convicted of a public entity crime: or

    2. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity

crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members and agent who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment of income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

5. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statute means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

6. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement (indicate which statement applies).

X Neither the entity submitting this sworn statement, or any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July, 1989.

_____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 01, 1989.

_____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 01, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. (attach a copy of the final order)

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING

OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH ONE (1) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES, FOR THE CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

Nolin M. Crisostomo

(SIGNATURE)

4 - 13 - 2010

(DATE)

STATE OF Florida

COUNTY OF Orange

PERSONALLY APPEARED BEFORE ME, the undersigned authority Noli Crisostomo who, after first being sworn by me,
(name of individual)
affixed his/her signature in the space provided above on this 13th day of April, 2010

✓ personally known

Karen A. Peavey

NOTARY PUBLIC

My commission expires: 8/9/2011

KAREN A. PEAVEY
Comm# DD0703788
Expires 8/9/2011
Florida Notary Assn., Inc

NOTICE OF ADVERTISEMENT – REQUEST FOR QUALIFICATIONS

NOTICE is hereby given to prospective proposers that responses will be received by the CITY of KEY WEST, FLORIDA by the office of the City Clerk, 525 Angela Street, Key West, Florida 33040 until 3:30 p.m. April 16, 2010 for the "Request For Qualifications 10-009 – Carrying Capacity Traffic Study" in the Office of the City Clerk. Any responses received after the time announced will not be considered.

Scope of Services and Response Documents may be obtained from DemandStar by Onvia at www.demandstar.com/supplier or call toll-free at 1-800-711-1712. One (1) original and ten (10) copies of the responses are to be enclosed in two (2) sealed envelopes, one within the other, each clearly marked on the outside: **"Request For Qualifications # 10-009– Carrying Capacity Traffic Study"** the due date, and the respondent's name, addressed and delivered to:

CITY CLERK, CITY OF KEY WEST, FLORIDA
CITY HALL, 525 ANGELA STREET
KEY WEST, FLORIDA 33040

At the time of the proposal, the successful Responder must show satisfactory documentation of state licenses (if applicable).

Any permit and/or license requirement and subsequent costs are located within the response documents. The successful Responder must also be able to satisfy the City Attorney as to such insurance coverage, and legal requirements as may be demanded by the response in question. The City may reject responses: (1) for budgetary reasons, (2) if the responder misstates or conceals a material fact in its response, (3) if the response does not strictly conform to the law or is non-responsive to the response requirements, (4) if the response is conditional, or (5) if a change of circumstances occurs making the purpose of the response unnecessary, (6) if such rejection is in the best interest of the City. The City may also waive any minor formalities or irregularities in any response.

Sue Snider, Purchasing Agent

Noli Crisostomo, Secretary/Treasurer

ADDENDUM NO. ONE

Request for Qualifications
Carrying Capacity Traffic Study

To All Bidders:

The following change is hereby made a part of RFQ 10-009 as fully and as completely as if the same were fully set forth therein:

The City has assembled available traffic and transportation studies on the Planning Department Webpage in an effort to provide background references for the Carrying Capacity Traffic Study RFQ 10-009. Please review the transportation studies prior to submitting your response. The link is as follows:

http://www.keywestcity.com/egov/apps/services/index.egov?path=details&action=i&id=247

All Bidders shall acknowledge receipt and acceptance of this Addendum No. 1 by acknowledging Addendum in their proposal or by submitting the addendum with the bid package. Bids submitted without acknowledgement or without this Addendum may be considered non-responsive.

[signature] RENAISSANCE PLANNING GROUP, INC.

Signature Name of Business

ADDENDUM NO. 2

To All Bidders:

The following change is hereby made a part of RFQ 10-009 Carrying Capacity Traffic as fully as completely as if the same were fully set forth therein:

All Requests for Information shall be submitted no later than April 10th, 2010.

All Bidders shall acknowledge receipt and acceptance of this Addendum No. 1 by acknowledging Addendum in their proposal or by submitting the addendum with the bid package. Bids submitted without acknowledgement or without this Addendum may be considered non-responsive.

Signature

RENAISSANCE PLANNING GROUP, INC.
Name of Business

State of Florida

Department of State

I certify from the records of this office that RENAISSANCE PLANNING GROUP, INC. is a corporation organized under the laws of the State of Florida, filed on August 12, 1999.

The document number of this corporation is P99000073599.

I further certify that said corporation has paid all fees due this office through December 31, 2010, that its most recent annual report was filed on January 27, 2010, and its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

Given under my hand and the Great Seal of Florida, at Tallahassee, the Capital, this the Twenty Ninth day of January, 2010

Secretary of State

Authentication ID: **200167392762-012910-P99000073599**

To authenticate this certificate,visit the following site, enter this ID, and then follow the instructions displayed.
https://efile.sunbiz.org/certauthver.html

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, October 22, 2009

This is to certify that a certificate of authority to transact business in Virginia was issued and admitted to record in this office for

Renaissance Planning Group, Inc.
Date of Qualification: February 13, 2002

a corporation organized under the laws of Florida and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

CIS0357

RFQ# 10-009

RENAISSANCE PLANNING GROUP
www.citiesthatwork.com